Ballot Deadline Wednesday — Astoria Area Chamber of Commerce members have until Wednesday to mark their ballots for board of directors candidates and to turn them in to the chamber office. Chamber members who didn't receive a ballot in the mail may get one at the chamber office. For more information, call 325-6311.

1/1/82

'People Places' to be discussed

1/6/82

A "People Places" plan for Astoria's waterfront will be discussed by an Astoria Area Chamber of Commerce representative at a Danish Society meeting 7:30 p.m. Thursday at Alderbrook Community Hall, 4509 Leif Erikson Drive Astoria.

The meeting also will include planning for a traditional Danish pre-Lenten observance called "Fastelavnsfest."

The Astoria Danish Society meets the first Thursday of the month. The group's meetings are open to the public.

1-8-82

UCLA athletics official chamber banquet speaker

Jerry Long, UCLA's assistant athletic director, will be guest speaker at the Astoria Area Chamber of Commerce's 109th annual meeting Jan. 23.

Long was football coach at Astoria High School in 1951-52.

The annual George awards will be presented at the banquet, which will be held at the Astoria Golf and Country Club. A social hour will begin at 6:30 p.m. and dinner at 7:30 p.m.

A Portland native, Long attended Franklin High School and graduated from Oregon State University in 1950. He was a three-year varsity football letterman. After five years of coaching football at Oregon high schools, he became an aide at Willamette University, where he coached for six years.

He returned to OSU in 1961 and was an assistant to Tommy Prothro for four years. He was Prothro's assistant at UCLA for six years and continued for five more years as an assistant to Pepper Rodgers and Dick Vermeil.

Long became an administrator in the athletic department at UCLA in 1976. He is responsible for promotion of Bruin football season ticket sales and community relations, and is a "liaison" to the media and to the alumni association.



Jerry Long

Tickets are $12 a person. The banquet is open to the public. For reservations call the chamber office at 325-6311.

Andros, Long to Appear

1/14/82

ASTORIA—Dee Andros of Oregon State University in Corvallis is scheduled as guest speaker at next week's Thursday Forum luncheon sponsored by the Astoria Area Chamber of Commerce.

Andros, OSU's athletic director, will speak at noon in the Chinook Room of the Thunderbird Seafare Restaurant.

Jerry Long, a former football coach at Astoria High School, will be the featured speaker at another chamber of commerce event on January 23, 7:30 p.m., at the Astoria Golf and Country Club in Warrenton.

Long, who is director of athletic promotions at UCLA, is scheduled as guest speaker for the annual meeting and installation banquet which features presentation of the George awards. Astoria's retail merchants group annually presents Georgs awards to persons considered outstanding in community and-or civic service.

Reservations, required for both meetings, are available through the chamber of commerce office.



Black Hills Belong in the Dakotas

"Public sentiment is everything. With it nothing can fail. Without it nothings can succeed." --Abraham Lincoln

Why do port officials tell us that any criticism of their signing an option to put a coal dump in front of Astoria is premature?

When will they listen to public sentiment—after the group considering the project has spent the one million dollars it has promised on a site study? No chance to object then.

It seems that if anything is premature it is the port's giving away the store without permission from the owners.

Port commissioners say that they Tongue Point site is out of the running since the state would have to approve the use. Yet their only claim to this property is based on their claim to the submerged and submersible land. The state dipped into the common school fund to buy out the GSA government interest, but now they are sitting by while the port of Astoria plans to destroy 15 million dollars worth of valuable pier loading space.

Tongue Point may well be the best place for a coal loading facility. Certainly there is more room for a mountain of coal there than in Astoria. And the noise of 100 freight cars being unloaded may be music to the ears of our port commissioners when they're in town but the 24-hour din would be somewhat muffled behind Tongue Point hill. Or is this too simplistic?

The port properties never looked better. To the port's credit, a user has been found for the grain elevators. Dant and Russell has a large order of metric dimension lumber for the orient.

But now the port plans to fill in between piers two and three, tearing down the warehouses to build a coal pile and unloading facility to accomodate 100-car trainloads of coal.

We think the port officials have a good case of coal fever. Their thinking has become so negative that they can think of nothing better for Astoria than a coal pile. That could start a real exodus from Astoria.

Democrat Richard Garner 1-8-82

Astoria councilman seeks mayor's job

Astoria City Councilman Richard Garner filed this week as a Democratic candidate for mayor of Astoria.

The 36-year-old automobile salesman, who has been Ward 3 councilman since 1978, is the first person to file for the position. Garner's council seat and Councilman Richard Stemper's Ward 1 seat are up for election this year. No one has filed for either position.

Garner was elected to his council position unopposed. As a councilman, he has been the city's representative to the Clatsop-Tillamook Intergovernmental Council and currrently is its representative to the Astoria Area Chamber of Commerce's Promote Astoria Committee.

He was a member of the Astoria Development Commission from its formation in 1979 through 1980 and was president of the city council in 1981.

Garner has been a member of the Clatsop County Democratic Central Committee since 1973. he was president of the Astoria Jaycees in 1972 and co-chairman of the Clatsop County March of Dimes in 1973.

Garner is a Rapid City, S.D., native. He moved to Astoria with his parents in the mid-1960s after a year at Black Hills State College in Spearfish, S.D. He attended College of the Desert in Palm Desert, Calif., and Portland State University, majoring in sociology, and worked two years as a car salesman in Portland before moving back to Astoria in 1970.

He has worked for several Astoria auto dealerships since then and currently is a salesman for Columbia Datsun & Mazda.



Richard Garner

Garner said one concern of his campaign will be the need for economic diversification in Astoria. "We're at the point where we can't depend on just timber and fishing anymore; we need some other industries like coal."

His work with the development commission and the Promote Astoria Committee has convinced him that Astoria must "let it be known here and abroad that we really do want people to come here with industry and (that) we need to do everything we can to make it as attractive for them as we can."

"Everything we do that makes Astoria more livable certainly helps our cause."

Garner said he also would work for a countywide water supply system, with a single filtration plant perhaps taking water from the Columbia River. Astoria's system is adequate now, but if the economy does diversify and population increases the water supply may not be sufficient, he said.

FRIDAY, JANUARY 15, 1982

Port to get chunk of China trade

By JAMES HOLMAN
Of The Daily Astorian

The Port of Astoria Commission agreed Thursday to lease 14.3 acres at the port docks to a Seattle log-shipping firm whose main customer is China.

The lessee, TAT (USA) Corp., plans to set up a log sorting operation on 10.5 acres of land within the paved cargo yard west of Pier 3, a log storage yard on 2.5 acres of the former Rainbow Creations site and a log receiving operation on one acre under the port's whirley crane, port Deputy Director Roger Shannon said.

"Apparently the Chinese are interested in dry logs and that's why the operation here will be primarily ex dock, although there will be some ex water," Shannon said.

The logs barged to the site will co ıe from Eastern Oregon, East n Washington and Idaho. Logs also ill be trucked to the site.

THE LEASE IS for three years, but contains a clause requiring TAT to vacate the property sooner should ACT Group exercise its lease option on Piers 2 and 3. Commissioners signed a lease Dec. 1 with ACT, a consortium formed to export coal from the North Coast. The consortium is conducting feasibility studies on developing a coal shipping yard at the docks.

The TAT lease is set up in six six-month periods, with minimum revenue guaranteed to the port during each period except the first. Under the revenue formula, the minimum guarantee is based on a guaranteed log export total for each period multiplied by ex dock wharfage charges and service-facilities charges.

The first period calls for payment to the port of only $1 and has no guaranteed log export minimum, but periods 2-6 call for progressively increasing exports. The period 2 guaranteed log export total is 6 million board feet; period 3, 7 million board feet; period 4, 8 million board feet; period 5, 9 million board feet; and period 6, 10 million board feet.

IN EFFECT THERE is no lease payment, only revenue from port export fees. But those revenues could be substantially higher than the minimum guarantee, which port officials estimate will be about $350,000 for the three-year period.

Shannon told commissioners Thursday that TAT President Steve Chang, one of the company's three owners and its Seattle manager, hoped to double the company's 1981 exports. The company shipped 120 million board feet from the Pacific Northwest last year, he said. It has been in business about 1½ years.

Of the total the company plans to export this year, 50 percent would be shipped through Puget Sound por
percent from Astoria, Shan
That could mean more than 1
board feet shipped from the
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ALTHOUGH THE PORT'S
ports were off substantially, if
ped an average of about 22
board feet of logs a year for
five years. An additional 10
board feet would thus mean ar
of about 45 percent over that
average.

Two or three full-time jobs
sorting yard and three or fe

See Lease,

Lease

Continued from Page 1

jobs would be created initially, Shannon said. TAT will lease office space from the port.

The operation also could put up to 50 longshoremen to work, port executive Director Floyd Shelton estimated.

Under the lease, TAT will pay for utilities and for any damage to the dock and container yard surfaces "beyond normal wear," and will pay $75 an hour plus operating charges for use of the whirley crane.

It also provides that TAT may terminate the agreement after 120 days of written notice, but that after the first six-month period, "the guaranteed minimum revenue shall be pro-rated for the shortened period."

Commissioners, with Howard Johnson absent, unanimously approved the resolution authorizing the lease. Chairman Fred Shaylor praised Shannon as the "prime mover and negotiator in putting this deal together."

Shelton said this morning that TAT's first ship would arrive at the port Wednesday and will load logs this first trip from the water.

LOCAL NEWS IN BRIEF 1-18-82

Andros to speak at chamber forum

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1-20-82



Dale Collins

DALE COLLINS, Astoria manager of Pacific Power & Light Co., is the 1982 president of the Astoria Area Chamber of Commerce board of directors.

He replaces Chuck Farmer, who becomes chairman of the board. Also elected officers were Loran Mathews, president-elect; Bobbie McCallister, vice president; and Jeff Ter Har, treasurer.

Newly elected directors are Mike Anderson, Dave Corkill, Stan Hauer, Chuck Meyer and Joan Pratt.

The officers will be installed at the chamber's annual George awards banquet Saturday at the Astoria Golf and Country Club. For reservations call 325-6311.

7 Times 1/20/82

t Richard Garner 1-8-82

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Of the total the company plans to export this year, 50 percent would be shipped through Puget Sound ports and 50 percent from Astoria, Shannon said. That could mean more than 100 million board feet shipped from the Port of Astoria.

ALTHOUGH THE PORT'S 1981 exports were off substantially, it has shipped an average of about 220 million board feet of logs a year for the past five years. An additional 100 million board feet would thus mean an increase of about 45 percent over that five-year average.

Two or three full-time jobs in the log sorting yard and three or four office

See Lease, Page 4

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Continued from Page 1

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7 Times 1/20/82

C.B. Junction project approved

1-20-82

By JAMES HOLMAN
Of The Daily Astorian

The Oregon Transportation Commission adopted a six-year highway improvement program Tuesday that includes modification of the Cannon Beach Junction.

Commissioners also approved five other state highway projects in Clatsop County. The six-year program contains the construction and improvement projects the state Highway Division plans to undertake during fiscal years 1982-1987.

The Cannon Beach project had been deleted from the plan when it was first proposed in October. The division said inflation, declining revenue and deteriorating highways had forced cutbacks in new construction.

But after a public hearing in Astoria Oct. 15, during which a number of county residents protested deletion of the Cannon Beach project, the division modified the project and recommended the commission restore it to the six-year plan.

Originally the project was to have included an overpass providing free flow of traffic in all directions. That $3.9 million project had even been scheduled for construction bids in November 1981.

THE MODIFIED PROJECT calls for a one-way, single-lane connection eastbound to Highway 26 from a point on Highway 101 about one-third mile south of the junction. At the junction, computerized signals would control traffic. The design allows for future construction of an overpass, when funds are available.

The project will cost an estimated $750,000, including money for purchase of right-of-way land, according to Chuck Fredrickson, the division's Region 2 engineer.

Fredrickson said today he was unsure when construction would begin. "We have the location work . . . (and) preliminary engineering in the field just about done, but I have no idea when they're going to program it."

The project is scheduled for the 1982-83 fiscal year, however, he said. That would mean the contract would be let sometime before June 30, 1983.

Construction would take about a year, he estimated.

OTHER PROJECTS APPROVED for Clatsop County are:

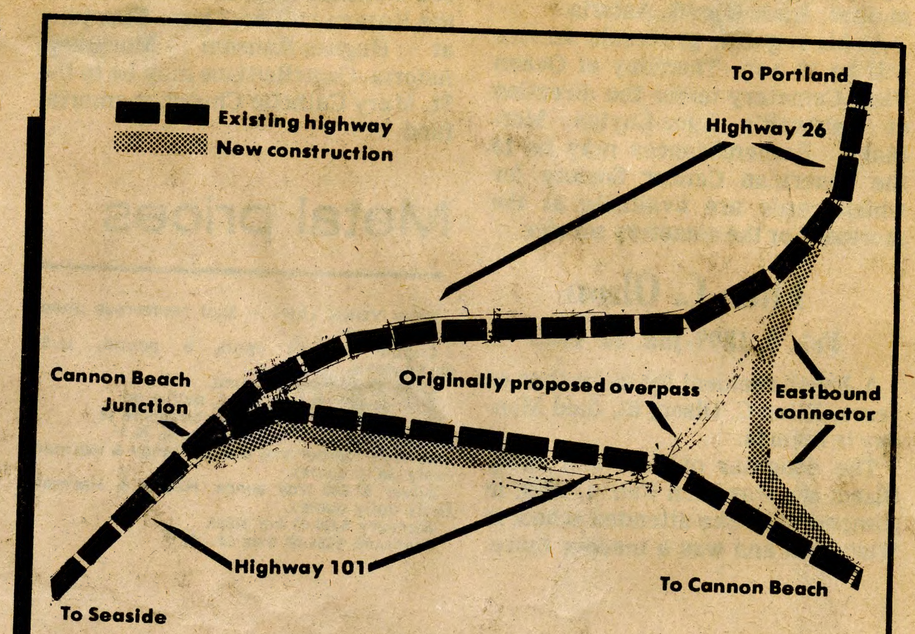
—A climb lane extension on Highway 26 near Milepost 23, projected to cost $1.4 million and scheduled to be contracted this fiscal year;

—Overlay, widening and signing on Highway 30 from 32nd Street to the Crest Motel in Astoria, projected to cost $1.6 million. A contract was let for that project last month and work is expected to be under way soon;

—Grading and paving on Highway 26 near Milepost 22, projected to cost $115,000. No date has been set for the project;

—Repair of the John Day River bridge on Highway 30, projected to cost $600,000. No date has been set for the project;

—Slide correction work on Highway 26 near Milepost 16, projected to cost $700,000. No date has been set for the project.



The modified Cannon Beach Junction project approved Tuesday by the Oregon Transportation Commission should help relieve a bottleneck at the intersection of Highway 101 and Highway 26.

In addition, the commission approved construction of a new $7.7 million Nehalem River bridge just south of Nehalem. The bridge work is included among contracts to be let this fiscal year.

1-20-81

BUSINESS BRIEFS

CHERI SAVAGE, assistant chief executive officer of the Bank of Astoria, has been named branch manager of the bank's Marine Drive office.

Bob Moore, chief executive officer and former Marine Drive branch manager, has moved to the new downtown main branch.

Mrs. Savage began working for the bank nine years ago as a new accounts receptionist. She later became a loan documentation secretary and in 1976 was promoted to loan secretary. In 1980 she was named vice president.

Mrs. Savage is a Seaside native. She is a member of the American Institute of Banking, Robert Morris Associates, Clatsop Community College Small Business Advisory Committee and the Astoria Retail Merchants Committee.

She and her husband, Chuck, live in Astoria.



Cheri Savage

Collins elected

Chuck Farmer will present the gavel to Dale Collins, incoming president, Saturday, at the Astoria Chamber of Commerce annual meeting.

Collins will introduce the officers and directors for 1982. Elected this year were Loran Mathews, president; Bobbie McCallister, vice president; and Jeff Ter Har, treasurer. Immediate past president Chuck Farmer assumes the position of chairman of the board.

Newly elected directors include Mike Anderson, Dave Corkill, Stan Hauer and Joan Pratt.

The annual George Awards will be presented to this year's recipients at the banquet.

1-21-82

SPORTS IN BRIEF

1/22/82

Dee Andros aide speaker

Dee Andros is alive and doing "pretty well," but the "Great Pumpkin" of Oregon State football coaching fame couldn't get out of his hospital bed to make a scheduled speech in Astoria Thursday.

Andros, the OSU athletic director, anticipates surgery soon and is undergoing a series of medical tests to determine the nature of his ailment, according to a university spokesman.

The spokesman, Odell Wood, came to Astoria in place of Andros to talk to the Chamber of Commerce about the university's athletic program and other sports-related topics. Wood is an assistant under Andros.

A topic Wood stressed was Oregon State's ability to operate its athletic program on the money side of the ledger in contrast to many other colleges and universities, including those in the Pac-10.

"We're very conservative in our expenditures," he said, yet pointing out the success of basketball past and present and of past winning football seasons.

Wood also emphasized that neither Oregon nor Oregon state received state funding for athletics in contrast to the Arizona schools in Pac-10 and "our neighbors to the north."

'People Places' is topic

1-25-82

Don Budde, chairman of the Astoria Area Chamber of Commerce's "People Places" waterfront development project, will be guest speaker at a Columbia River Maritime Museum Auxiliary meeting Wednesday.

The 11:30 a.m. sack lunch meeting will be at the museum, 16th and Exchange streets, Astoria. Refreshments will be served. The meeting is open to the public.

Grand opening plans for the museum's new building also will be discussed at Wednesday's meeting.

Edith Henningsgaard, Ray Dreeszen

1/25/82

Two 'didn't let George do it'

Edith Henningsgaard and Ray Dreeszen won the Astoria Area Chamber of Commerce's 1982 George awards Saturday night.

The awards, presented at the chamber's 109th annual meeting, are given in recognition of "unselfish service to Astoria and to the betterment of the community," said presenter Loran Mathews, the chamber's president-elect and a George award winner himself last year.

The George award certificate reads, "He didn't let George do it, he did it himself," Mathews noted.

Mrs. Henningsgaard was honored for her many years of involvement with a variety of community organizations.

She has been a board member of the Clatsop County chapter of the American Red Cross for six years and has been in charge of nurse recruitment for the Bloodmobile. She has worked on blood drives for 15 years and has herself donated almost six gallons of blood over the years.

SHE IS TREASURER of the Columbia River Maritime Museum board of trustees and has been a board member for five years. She is a board member and past drive chairwoman of the Community Concert Board, a past president and board member of the Astoria YMCA board of directors and was chairwoman of the 1960 YMCA fund drive and a member of the pool fund-raising drive committee.

Mrs. Henningsgaard has been a board member of United Way for 12 years, was president in 1977, and has been a fund drive chairwoman. She is a member of the Columbia Memorial Hospital board of trustees and worked on the hospital construction fund drive.

She was a member of the Clatsop County Welfare Commission for 15 years, until it was disbanded in the mid-1970s, has been president and team captain of the women's auxiliary of the Astoria Golf and Country Club, and for 10 years worked with patients at Crestview Care Center in a ceramics program.

She is a member of First Lutheran Church and served on its council for many years and as president for two. She also taught Sunday school for many years.

SHE AND HER husband, the late Blair Henningsgaard, a prominent Astoria physician, moved to Astoria in 1948. She is a native of Cedar Rapids, Iowa.

Mrs. Henningsgaard has four children: daughters Lisa and JoLee, both nurses in Portland, and sons Blair Jr., a lawyer in Coos Bay, and Bill, who is studying at the University of Oslo, Norway, on a Rotary fellowship.

Dreeszen, Astoria district manager of Northwest Natural Gas Co., lists community service as varied as Mrs. Henningsgaard's. He has been a member of the Astoria Rotary Club for 16 years and is a past president. He is a board member of the American Red Cross in Clatsop County and was chairman in 1970 and 1971.

Dreeszen was appointed to the Astoria City Council in 1973, was elected to the position in 1974 and served until 1978, when he decided not to run for re-election. He was president of the council one year.



Edith Henningsgaard



Ray Dreeszen

While on the council he was vice-chairman of the Clatsop-Tillamook Intergovernmental Council and a member of the Hospital Authority.

He is a past president of the chamber and was chairman of the board twice, a past district chairman and president of the Fort Clatsop District Boy Scouts of America and a past commodore of the Astoria

See George awards, Page 7

George awards

1/25/82

Continued from Page 1

Yacht Club. He received the Fort Clatsop District Boy Scouts award of merit in 1981.

He is a past member of the Clatsop County Juvenile Advisory Council, a past member of the U.S. Coast Guard League and a past member of the U.S. Power Squadron. He is a current member of the Astoria Reservoir Committee and was its chairman in 1974. He has worked on Clatsop County Kidney Association drives, United Way fund drives and Boy Scout fund drives.

Dreeszen also is a member of First Lutheran Church and the Astoria Golf and Country Club, where he has served on various house committees.

DREESZEN HAS BEEN district manager in Astoria since just before Northwest Natural Gas put its pipeline into Astoria in 1965. Before that he worked in its Portland office for 1½ years and in its Mid-Willamette Valley District office for two years.

He is a native of Banks, where his grandfather had the first Rural Free Delivery route in Washington County. He and his wife, Ottie, have three daughters: Lee Ann, a graduate of Southern Oregon State College who lives in Ashland; Linda, a junior at SOSC studying business; and Lisa, a junior at Astoria High School.

Both winners said they suspected nothing before the awards were announced Saturday night at the Astoria Golf and Country Club banquet. Each was greeted with a standing ovation.

"I think it's evident that we love this area," Dreeszen said when accepting his award. "I've told my boss and his boss that we love it here. We're not going to leave."

He said later he was "overwhelmed" by the award. "Somebody else always wins it, so you just don't expect it. I feel very proud."

Accepting her award, Mrs. Henningsgaard simply urged those in the audience to "keep coming to the Bloodmobile to have your ear pricked."

Stramiello, Hauer receive special awards

Tony Stramiello, owner of Astoria Business Equipment Co., and Stan Hauer, owner of Hauer's Cyclery, won special awards Saturday at the annual Astoria Area Chamber of Commerce banquet.

Stramiello was named retailer of the year. The chamber makes that award in conjunction with Associated Oregon Industries. Hauer was honored for his work with the chamber's Retail Merchants Committee, of which he is chairman.

Stramiello started Astoria Business Equipment in 1949. A New York native, he was stationed at Tongue Point while in the U.S. Navy during World War II. When discharged he moved back to Astoria and went to work for Astoria Office Appliance Co.

He went into partnership with Burton Typewriter Co. in 1951 and bought out that company in 1955. He bought the Astoria Stationery Co., owned by Pete Cosovich, in 1956 and moved his business to 1332 Commercial in 1964.

Hauer and his brother, Ed Hauer Jr., reopened Hauer's Cyclery in 1972, after the got out of the U.S. Navy.

His father started the business in 1946 and ran a lockshop and cyclery shop until 1968, when he closed the cyclery and kept only the lockshop open. The Hauer brothers and their father are now partners in both the cyclery and the lockshop.

Hauer is in his second term as chairman of the Retail Merchants Committee. He is a Jaycee International Senator — the Jaycee's "hall of fame" — and is a member of the Astoria Regatta board of directors.

He is a native of Astoria and attended Star of the Sea High School and Clatsop Community College.

12 Times 1/25/82

Estuary fragile or not?

2-4-82

By GEORGIANA BLOMBERG

Saturday night's Astoria premiere of the recently completed film, "Estuary: Columbia's Link With the Sea," was well received by a rather sparse audience, though it did draw a few comments and suggestions for possible revisions.

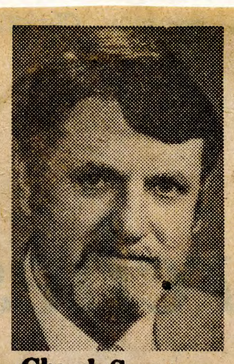
That's what OSU Sea Grant Communications Director Jim Larison was asking for at the preview showing, which he said was held in part to elicit reactions to and suggestions about the film before it is released to PBS (Public Broadcasting System).

One of the film's purposes, said Larison, is that of transmitting a picture of the Columbia River estuary and surrounding region to viewers throughout the U.S. who may never have seen or heard of it. Larison stressed that the movie was not "hard news," but a "geographic portrait." The film is to be made available to TV stations across the country through PBS, though there is no way of knowing which stations will choose to run it, Larison said.

More specifically, the 28-minute film "looks at the relationship between the biological health of the Columbia River estuary, and the economic health of the Pacific Northwest," Larison said. The importance of the estuary's biological health to some—though not all—of the economic activity of the region is presented, as are the dangers to its health posed by some of the economic activities taking place in and around the estuary.

People at Saturday's preview praised the film but some took issue with several aspects. One viewer pointed out that the film shows only "what is," rather than "what can be done." Larison responded that the film's purpose had been to show "what is," and that it is up to the people, rather than to him, to decide "what can be done."

Another viewer took issue with the description of the estuary as "fragile." "No way is it fragile," he repeated vehemently, citing his view that the estuary is still healthy despite all recent activity in and around it.



Chuck Savage

2/5/82

CHUCK SAVAGE, former retail advertising manager of The Daily Astorian, is the new advertising and marketing director for Ag-Bag Corp. of Astoria.

Ag-Bag produces the Ag-Bagger, an agricultural feed storage system for livestock and dairy operations. The machine compacts feeds into a 9-foot diameter plastic bag up to 120 feet long that is then sealed for storage. The system "eliminates spoilage and increases nutrition of the feed," the company says.

The company recently expanded with dealerships in Alaska, England and Mexico. It has dealerships throughout the United States and Canada, a manufacturing plant in Blair, Neb., and marketing headquarters at Route 1 Box 955 in Astoria.

Savage worked for The Daily Astorian for 11 years and before that worked in advertising for Yakima, Wash., newspapers. He is responsible for creating and developing all advertising and marketing publications for the company.

He and his wife, Cheri, live in Astoria.

2/5/82

Good news on two fronts for Astoria's port

By CHRIS GENNA
Of The Daily Astorian

Gov. Vic Atiyeh, touting Astoria's potential as a major port, has named the president of Knappton Corp. to represent him on a trade mission to the Far East this month.

Atiyeh, in a letter to Nack Chung Sung, president of the Korean Electric Power Co., expressed his regrets that because of the special session of the Oregon Legislature, he will be unable to attend trade talks in Seoul, South Korea, "the week of Feb. 15." Those talks are expected to include other high-ranking government and business officials with an interest in promoting Port of Astoria development.

Atiyeh said Peter Brix, president of Portland-based Knappton, will represent the governor during the discussions.

Tim Marsh, of the governor's staff in Salem, told The Daily Astorian today he was uncertain of the precise topic of the talks. He noted, however, that Atiyeh's letter says the governor is convinced "Astoria has the potential to be a major deep-water port."

The governor's letter says the formation of ACT Group, a consortium that is studying the feasibility of exporting coal from Astoria, represents confirmation of that potential by one of the nation's largest railroads and one of the Northwest's most important utilities.

ACT Group is composed of Glacier Park Co., a subsidiary of Burlington Northern Inc., which owns the Burlington Northern Railroad, and ACT Inc., a subsidiary of NERCO, itself a subsidiary of Pacific Power & Light Co.

Atiyeh's letter to Sung says the committment of Pan Ocean Bulk Carriers Ltd., a South Korean shipping company, could serve as "an important catalyst in the development of the Astoria area."

PAN OCEAN HAS signed a long-term lease for the port's grain elevator, as well as taking an active role in ACT Group's coal investigations. Korean Electric Power Co. is a potential customer for ACT Group's coal.

See Port, Page 4

Port

2/5/82

Continued from Page 1

Pan Ocean's possession of the grain elevator was given added significance Thursday, when a Minnesota towboat and barging company announced it is ready to invest up to $25 million in establishing a grain barging service on the Columbia River.

Officials of the company, Twin Cities Barge Inc. of South St. Paul, Minn., reportedly are negotiating a joint venture agreement with Knappton Corp.

John W. Lambert, chairman and chief executive officer of Twin City Barge, (TCB), said his company has a lease option on land at the port of Kennewick, Wash., 300 miles upriver from Astoria.

Lambert, in a prepared statement, said that site provides "sufficient land for construction of a terminal facility to transfer grain from unit trains into barges."

THE BARGES THEN would carry the cargo, mainly Midwestern corn, to ocean ports on the lower Columbia, "primarily Astoria," the statement said.

But, Lambert said, because TCB doesn't yet have any signed contracts, "the Columbia River project isn't expected to contribute to TCB's earnings before 1983."

According to Standard & Poor's listing of U.S. corporations for 1979, TCB employed 383 persons and did $29.5 million in business in that year.

Twin Cities Barge, according to company records, is a vertically integrated company in the river barging business, until now on the Mississippi River system — the Mississippi, Missouri, Ohio, Tennessee, Arkansas and Illinois rivers.

Vertical integration, in TCB's case, means it buuas and repairs barges and towboats at its own shipyards, operates intermodal freight yards, where cargoes are switched from truck or rail or barge to another form of transport, and tows barges in the nation's breadbasket.

And, according to Lambert, the company has been looking to broaden its geographic base, and get in on more of the booming grain trade with the Far East.

LAMBERT SAID A feasibility study shows West Coast ports and Far East customers are the key for growth in the grain trade. The only "underutilized transportation conduit in that region is the Columbia River, linked to existing rail corridors," Lambert said.

Kennewick is served by both the Burlington Northern and Union Pacific railroads.

Lambert's statement said the conclusions of the feasibility study were backed up by TCB's "intensive discussions with port, business, and civic leaders in the Pacific Northwest and with major commodity trading firms in the U.S., Korea and Japan."

The projected cost of TCB's Columbia River project is expected to be "in the $25 million range," but the actual cost will eventually be determined by the needs of shippers and trading firms, he said.

Lambert said TCB will start to move as soon as long-term contracts are signed with shippers.

Floyd Shelton, executive director of the Port of Astoria, said he was "extremely pleased" with TBC's announcement.

Shelton said the barge service to Astoria sould ensure the Clatsop County port competitive grain shipment rates, both in barge and rail movement.

Twin Cities Barge is a farsighted, dynamic company, Shelton said. "They see the Columbia River as a great funnel to the Pacific Rim, and they see themselves at the head of it. They can tap markets in virtually any area of the Midwest."

LOCAL NEWS IN BRIEF

Last of Washington corn leaves port

The last shipment of Eastern Washington corn was loaded into the Port of Astoria's grain elevator last week, nearly wrapping up a short-term deal announced last October.

The port's lease to Ste. Michelle Vintners of Washington won't expire until the Korean ship Pan Ivory loads the corn during the second week of March.

When the elevator is empty again, Pan Ocean Bulk Carriers, the long-term lessee who's been waiting in the wings since December, will have 10 days to begin upgrading the elevator for continuing use.

In addition to correcting safety deficiencies and improving efficiency of some gear in the elevator, the Korean shipping firm has agreed to design and build a marine leg, a device that could unload grain from barges into the elevator.

Under the short-term lease to Ste. Michelle, port employees served as the terminal operator, switching railroad cars to the elevator siding using the port's locomotive.

Since a minor derailment on the first trainload Oct. 26, things have gone smoothly, port officials said.

Port Deputy Director Roger Shannon praised the work of ILWU Local 50 longshoremen and the cooperation of the Burlington Northern in handling the grain movement.

Pan Ocean plans to spend about $3 million on its Phase 1 elevator improvements, a port statement said.

Of barge firm's expansion

Astoria to be 'prime beneficio

By CHRIS GENNA
Of The Daily Astorian

The president of a Minnesota barging company has high hopes for his firm's plans to barge grain to Astoria.

Twin City Barge Inc., a South St. Paul, Minn., firm, announced Friday it had secured a lease option for land at the Port of Kennewick, Wash., and would invest "up to $25 million" in establishing a barge route for Midwest corn to lower Columbia River ports.

Astoria has great potential, particularly if the Columbia River bar can be deepened to (minus) 55 or 60 feet," Twin City President Ben Fellows said in a telephone interview Tuesday.

The bar deepening, being studied by the U.S. Army Corps of Engineers, "would allow deeper-draft ships to call as far upriver as Astoria," Fellows said, "and that's an advantage which Portland doesn't enjoy and Kalama (Wash.) doesn't enjoy."

President Reagan's latest budget proposal includes $500,000 for continued Corps of Engineers study of the bar deepening.

Fellows said his company probably would have a low profile on the lower Columbia, because most of its participation would be through a joint venture with Knappton Corp., a towboat firm based in Portland.

Fellows said negotiations still are going on with Knappton about what type of joint venture would be established, but it probably would involve "the commingling of equipment" on the Kennewick-to-Astoria run.

"WE THINK A lot of Knappton," Fellows said. "We're familiar with their operation even though we've operated in different parts of the country. They're someone we'd like to do business with."

Fellows acknowledged Twin City Barge had contacted other Columbia River ports in addition to Astoria. But, he said, "Other ports on the Columbia River are served by two railroads, the Union Pacific and Burlington Northern, and Astoria only one (the latter). In addition, I understand there's some doubt the BN track to Astoria can handle unit trains."

So Astoria would be the logical place to which to provide barge service, Fellows said. "Indeed, we see Astoria as the first beneficiary of our service . . . and I think the principal amount of our business would be to Astoria."



Ben Fellows

FELLOWS IS FAMILIAR with a barging bottleneck at the antiquated Bonneville lock. But he said he wasn't too concerned. "We have our own version of Bonneville" downstream from the confluence of the Missouri, Mississippi and Illinois Rivers, Fellows said, "and we talk in terms of delays of days, not hours (as at Bonneville)."

Reagan's budget proposal also calls for the Corps of Engineers to spend $1.62 million next fiscal year to study enlarging the lock at Bonneville. But, Fellows said, "It won't happen overnight."

"There's a possibility of designing a different size barge, especially to operate through Bonneville" with the greatest efficiency, he said. "We have our own shipyard and a staff of marine architects."

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Port hopes airport name takes off

By CHRIS GENNA
Of The Daily Astorian

In the mid-1970s, a group of Astoria-area residents suggested renaming our local airdrome Clatsop County International Spaceport.

Actually, the new name was just a part of their whimsical program to ban the SST (supersonic transport) from the place. But the name definitely was considered a step toward the more grand.

A new airport renaming plan, circulating in port offices, also represents a step — but some residents may wonder in which direction.

PORT DEPUTY DIRECTOR Roger Shannon told members of the port's Airport Advisory Committee Monday night the port staff "was toying with the idea" of suggesting port commissioners rename the facility Port of Astoria Airport. Shannon said the new name would reflect the facility's ownership.

Shannon got a subdued reaction from advisory committee members.

Tony Stramiello, who was elected committee chairman for the coming year at Monday's meeting, observed the Port of Portland owns Portland International Airport and the port's name isn't reflected in the airport's title.

Port Commissioner Nick Zafiratos who attended the committee meeting, said that had been his first reaction but he was being won over to the idea.

When Capt. David Ciancaglini, commander of the U.S. Coast Guard Air Station at the airport suggested an alternative new name, Shannon, himself a former air station commander, pointed out the Coast Guard officer commands Air Station Astoria which is located at Clatsop County Airport.

Tim Patrick, past chairman of the advisory committee, said, "Well, this is something you can just do, isn't it? You don't need our approval?"

Committee members John Twiss and Ed Overbay were silent.

SHANNON SAID PORT officials had discussed the idea with Clatsop County commissioners, who generally supported the change. "They (county commissioners) get a lot of inquiries and they have to refer them to us," Shannon said.

Shannon pointed out the port recently had purchased — at a cost borne 90 percent by the Federal Aviation Administration — all of the 870 acres within the airport boundary.

He reminded committee members the port was trying to find tenants for the 55-acre industrial park on the field, and those inquiries now going to the county courthouse would be welcome at the port office.

The name change would end confusion about where the airport is and who operates it, Shannon said.

No one could deny the need for clarification.

The airport, which Cascade Airlines says serves "Astoria-Seaside," is owned by the port, but located in the city limits of Warrenton, and is named Clatsop County Airport.

On the other hand, Roberts Field is in Redmond, Ore.; Bowerman Field is in Hoquiam, Wash.; Kingsley Field is in Klamath Falls. Both of the Oregon fields are owned by the cities nearby, yet neither name includes the word "municipal."

Consider the plight of Medford residents, who have to put up with Medford-Jackson County Airport, a name logically chosen to put the airport in alphabetical listings of airport communities, yet still show its ownership.

THE SAME IS true of airports nationwide — consider Seattle-Tacoma; Dallas-Love in Texas or, what's worse, Greater Southwest in nearby Fort Worth; Joe Foss Field in Sioux Falls, S.D.; or Opa-locka airport near Miami. And don't forget John Wayne Airport in Orange County, Calif.

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2/10/82

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Burlington Northern hasn't released the names of railroad officials who may be visiting South Korea next week. One company spokesman said A.E. "Ted" Michon, the railroad's vice president for international marketing, is almost certain to go. The spokesman said he didn't know if Richard Bressler, chief of the railroad's parent corporation, also would go.

Floyd Shelton, executive director of the Port of Astoria, left Sunday for the trip, and will meet the trade mission in South Korea.

Peter Brix, president of Knappton Corp., will represent Gov. Vic Atiyeh. The trade mission will enhance the Port of Astoria's image in the Far East, Shelton said.

Gerard Drummond, president of NERCO, Pacific Power & Light Co.'s coal subsidiary, told The Daily Astorian last week he and other NERCO officials were making the trade trip, but he said he "wouldn't call (the mission) unique," either in its composition or its prospects for success.

BUT IT WILL be unique if two other developments pan out.

An aide to Sen. Bob Packwood said the Oregon Republican who heads the Senate Commerce Committee wants to visit South Korea.

Etta Fielek of Packwood's capital staff said "there's a possibility" Packwood would lead the trade mission.

An official of the U.S. State Department, William Brer, confirmed he is trying to put together an itinerary for Packwood which would include a meeting with South Korea's president, Chun Doo Hwan.

rt hopes airport name takes off

By CHRIS GENNA
Of The Daily Astorian

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Fees increase

2/10/82

Use of campgrounds in the National Forests in Oregon and Washington will cost more next summer, according to the USDA Forest Service.

Fees at recreation sites for 1982 will see higher rates and more sites will be designated as fee sites. Variable rates will apply in some campgrounds.

The fee for family camping will be $3 to $6 in 259 campgrounds. Last year, rates were $2 to $5 in the 216 campgrounds where fees were charged. There are more than 900 campgrounds in the Pacific Northwest Region.

More of the cost of providing recreation facilities and services is being shifted from the general populace to the camping visitor, according to Regional Forester Jeff M. Sirmon. "This action helps meet our budgetary reduction and will improve the relationship between income and expense," Sirmon said. "Operating costs have increased sharply in recent years, and administrative actions are needed to keep the campgrounds open and operable. A few campground closures and further reduction in services still may be necessary," he said.

This year will be the first time different rates for sites of varying quality will be used at nine campgrounds in the Pacific Northwest, and also the first time fees will be imposed at a swimming site, for a cave tour and at three off-road vehicle staging areas.

A listing of charge sites and fee schedules will be announced by National Forest Supervisors.

2-16-82

Astoria port discussed in South Korea

By CHRIS GENNA
Of The Daily Astorian

Sen. Mark Hatfield, R-Ore., and Gov. Vic Atiyeh's representative were scheduled to meet with Chun Doo Hwan, president of the Republic of Korea, today.

Hatfield took over as head of a trade mission to South Korea this week after fellow Oregon Republican Sen. Bob Packwood — originally scheduled to lead the group — became ill. Hatfield was expected to try to convince Hwan of the desirability of shipping large quantities of Midwest grain and Rocky Mountain states' coal to South Korea through Astoria.

Hatfield will be accompanied at the meeting by Peter Brix, president of Knappton Corp., who is representing Oregon's governor on the mission.

The senator is expected to return to Portland Wednesday, and has scheduled public appearances there in which he may speak of the trip.

Port of Astoria Executive Director Floyd Shelton is cutting short a marketing trip that was to have included Hong Kong and Taiwan in order to accompany the senator back to Oregon.

Hatfield, Brix and Shelton are three members of the trade mission that included top executives of Burlington Northern Inc., Pacific Power & Light Co. and its coal subsidiary, NERCO, Agri Industries of Des Moines, and Twin City Barge. All those firms have shown interest in Astoria's future as a major port.

Port panel prefers big choppers

By CHRIS GENNA
Of The Daily Astorian

Port of Astoria commissioners went on record Tuesday opposing a U.S. Coast Guard plan to replace Air Station Astoria's helicopters with smaller aircraft.

At the request of fishermen, commissioners passed a resolution urging legislators to oppose the switch from twin-engined HH-3F Pelican helicopters to single-engined HH-52A Seaguard helicopters.

Scott McMullen, operator of the dragger Prospector, told port commissioners there was a chance supplemental funding could be pushed through Congress if organizations and local governments protested the proposed change.

THE COAST GUARD announced Jan. 22 the removal of three HH-3s from Astoria was one of hundreds of cost-saving steps the service would make nationwide to cut spending by $46 million, the amount the Reagan administration had trimmed from the Coast Guard's budget request.

McMullen said the single-engined Seaguards, because of their limited endurance and single-engine safety restrictions, wouldn't be able to reach as far out to sea as the bigger Pelicans.

And, he added, the HH-52s can't carry as many people as the HH-3s, can't operate in weather as turbulent as the HH-3s and, lacking radar, can't search as effectively as HH-3s in reduced visibility.

Capt. David Ciancaglini, commander of Air Station Astoria, said McMullen's points were essentially correct. He said the transition is scheduled to begin April 1 and be complete by July 1.

Ciancaglini said the HH-3s' 20,000 pound gross weight, compared with the HH-52s' 8,000, give the Pelicans more stability in turbulence.

He said the HH-3s routinely can reach 100 miles farther offshore than could the 52s.

But, Ciancaglini said, "The difference (between the two helicopter types) isn't necessarily in their capability of doing the job, (once they're in the air), so much as in the differing ability to go out."

"Our H-3s can go out in anything, and come back using radar. In the H-52, without radar, we'll have some problems. If the weather is severe we'll have difficulty going (in the smaller ships)."

CIANCAGLINI SAID A recent mission flown by one of his HH-3s, would have been impossible in a 52.

He said an HH-3 flew to Seattle and picked up two firefighters Sunday night ferrying them to a burning grain ship near Kalama, Wash.

"I just wouldn't have let my men go out in weather like we had the other night, over the mountains in an H-52," the Coast Guard captain said.

Another fisherman pointed out that a friend recently was the object of a Coast Guard air search. The HH-3s had searched for several flights, to the limit of their fuel.

Because HH-52s would require more refueling to cover the same area, they would spend more time flying to and from the search area, with less time devoted to searching, the fisherman, Dan Parker, said.

"If the Coast Guard had been using the smaller helicopter, he wouldn't be alive today," Parker concluded.

Roger Shannon, deputy director for operations of the Port of Astoria and commander of the air station until his Coast Guard retirement in 1979, hinted the change may be false economy.

Shannon said newsmen should ask how much the transition would cost, in travel expenses to bring in HH-52-qualified pilots and mechanics, in altering supply channels, and myriad associated costs.

IN A FEW years, Shannon said, the HH-52 will be replaced by the HH-65 Dolphin, and then the whole process will begin again. "You might find it's actually cheaper to just keep the HH-3s," Shannon said.

Ciancaglini insisted the HH-52s

See Helicopters, Page 2

Helicopters

Continued from Page 1

would be able to do everything asked of helicopters in the Astoria area "95 percent of the time."

But Commissioner Roy Niemi, in urging commissioners to adopt a resolution against the switch, quipped, "If you were in the 5 percent, you'd probably wish they had the larger helicopter."

Commission Chairman Nick Zafiratos asked Ciancaglini "would you be hurt . . . would you object, if we passed a resolution like this (opposing the switch in helicopters)?"

Ciancaglini said he wouldn't object, but he couldn't appear to be advocating one side or the other.

The Coast Guard officer made it clear the transition to smaller helicopters was an order from headquarters, and he intended to obey it.

It's Port of Astoria Airport

It's official: Clatsop County Airport is now Port of Astoria Airport.

Port of Astoria commissioners voted to rename the port-owned airport Tuesday. The renaming had been discussed at a meeting of the port's airport advisory committee last week.

Port Deputy Director Roger Shannon said the change also had been discussed with Clatsop County Commissioner Roger Berg and Warrenton City Manager Gil Gramson. No objections were voiced, Shannon said.

The new name, which will take some time to appear on various Federal Aviation Administration charts and publications, reflects more accurately the location, ownership and management of the airport, Shannon said.

2-18-82

Air Station Astoria preparing for smaller helic

By CHRIS GENNA
Of The Daily Astorian

Capt. David Ciancaglini believes that unless the U.S. Coast Guard gets some supplemental funding soon, Air Station Astoria will have smaller helicopters by July 1.

The Coast Guard, casting about for ways to save $46 million which President Reagan trimmed from the service's budget request, announced Jan. 22 that Air Station Astoria would get the smaller helicopters.

The service intends to replace Astoria's three twin-engined Sikorsky HH-3F Pelicans with three much smaller single-engined Sikorsky HH-52A Seaguards.

That plan has drawn criticism from commercial fishermen and others who depend on the Coast Guard's sea-rescue ability. Port of Astoria commissioners this week adopted a resolution putting them on record against the change to smaller aircraft.





The larger HH-3, left, can fly 200-250 miles out to sea, while the HH-52 can fly only 100-150 miles offshore.

THE AIR STATION commander said his outfit's ability to respond to emergencies won't suffer from the change "95 percent of the time," but the HH-52A's shorter range, smaller size, and lack of radar may require some "operational adjustments."

Ciancaglini said the process won't be easy, but it will be done, and to some degree it's already started.

"We're sending pilots to Mobile, Ala., for refresher training, and they'll take transition training in the HH-52. Our enlisted men who service our aircraft also will receive training in how to service (the smaller helicopter)," Ciancaglini said.

New parts have to be stocked as well. "This isn't an overnight thing. It involves Coast Guard personnel at (the Seattle-based 13th Coast Guard) District and at Coast Guard headquarters," Ciancaglini said.

"We'll begin the transition the first of April, and it will be completed by the first of July."

Ciancaglini said one of his HH-3s is due to be sent to Elizabeth City, N.C., March 1 for overhaul and reconstruction, and "that could end up to be a one-way trip" for the aircraft.

Ciancaglini said supplemental funding from Congress is a possibility but not likely. "We can't wait to find out. Otherwise, the time will come and the HH-52s will be here and we won't be ready."

WHAT WILL THE smaller chopper do to Air Station's Astoria's search and rescue capability?

The HH-3, Ciancaglini explained, is a medium-range aircraft — it can fly 200-250 miles out, hoist an injured seaman or lower a pump [illegible] of the board [illegible]

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Capt. David Ciancaglini

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"And that was for our own people," Ciancaglini said, referring to the fact that it was a Coast Guard helicopter that was down. "If we couldn't get out and help our own, we darn sure wouldn't have been able to help anyone else either."

Coast Guard Capt. Frank Olson, commander of the North Bend Air Station, was killed in that crash, flying in an HH-52. That crash has been investigated by the service, but the cause hasn't been made public.

Ciancaglini estimated his HH-3s flew six to 10 missions last year which HH-52s couldn't have undertaken. All those were medical evacuations of merchant seamen far offshore, missions where only one life is at stake. The air station answered 288 calls of all types last year, he said.

IN CASES AT the opposite end of the spectrum, where many lives are endangered relatively close to shore, the HH-52 may have trouble because of its reduced carrying capacity.

Ciancaglini said that in a hypothetical worst case, such as the capsizing of a large charter boat, an HH-52 might have to be reinforced with a second aircraft, if everyone were to be picked up. But, he added, one HH-52 could drop a raft to those people it couldn't hoist aboard.

Coast Guard motor lifeboats always have been the main line of rescue in such boat accidents, and their operations, at least in Group Astoria, are unaffected by budget cuts.

"This (operating with smaller aircraft) is the one thing we're being asked to do," Ciancaglini said, "and we intend to do our share."

The Coast Guard believes the transition to smaller helicopters will save money by reducing the number of men required to service them. Although the air station's complement of pilots will remain about 16 officers, the 64 enlisted men at the station will be reduced to about 35, Ciancaglini said.

"That'll be done through normal attrition, rather than by moving a block of people out," Ciancaglini said. "As people transfer or leave the service from Astoria, they just won't be replaced."

And he said the transition to HH-52s this year could mean Air Station Astoria would be among the last Coast Guard air stations to use the single-engined Sikorskys.

The Coast Guard is scheduled to take deliveries this year on a new helicopter built by Aerospatiale. The new chopper, the HH-65, is intended to replace the HH-52. It has a 170-mile rescue radius, but twin engines for over-water safety.

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When Astoria becomes an HH-52 station, it will automatically be put on the list to receive the Aerospatiale ship.

But it'll be put on the bottom of the list, Ciancaglini thinks. "This isn't official, but I don't believe headquarters would want us to go through two transitions back-to-back," he said. "Since we would just have switched over to the HH-52, I doubt very much we'd go right into the HH-65."

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The Daily Astorian—CHRIS GENNA

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Port amends log-export firm lease

2-18-82

Port of Astoria commissioners approved an amended lease with a log-exporting firm and appointed members of a marina advisory committee this week.

Port commissioners had authorized a lease with TAT (USA) Inc., a Seattle-based log-exporting firm, on Jan. 14, but that agreement never was signed by the exporter.

TAT, with connections to Hong Kong and mainland China logbuyers, wants to lease three areas at the port, including one of 10.5 acres on the paved yard west of Pier 3.

The firm plans to transship logs to China, both in the traditional fashion of loading from the water, and by dry-storing logs trucked and barged to the port from throughout the Northwest.

The lease commissioners approved Tuesday contained amendments already approved by TAT officials.

Tom Notos, port deputy director for community development, said the charges were minor. They include restructuring the minimum guaranteed revenue the port gets from the lease, and clarifying the port's responsibility to provide piers of adequate load-carrying capacity.

Greg Baker, the port's deputy director for finance, said the new lease formula actually was what had been intended all along. He said a different formula in the first lease actually amounted to a misprint.

The other major change stipulates the load-carrying capacity of the piers as determined by port engineering consultants, and makes TAT responsible for any improvements needed if the log exporter wants to use heavier equipment.

The port remains financially responsible for maintaining the piers at the existing load capacity.

Commissioners named seven members, and five alternate members, from among the 15 applicants for positions on the new marina advisory committee.

The committee, formed along the lines of the port's airport advisory committee, may meet for the first time March 2.

Appointed to the committee were pleasure boater Bruce Thomas, commercial salmon troller and shrimper Dave Johnson, gillnetter and Clatsop Community College employee Ron Collman, commercial shrimper Bud Conger, pleasure boater Bob Bunnage, Extension Service agent Jim Bergeron, and charter boat operator Gene Itzen.

Thomas, a Gearhart resident, will serve one year: Johnson, Knappa, and Collman, Astoria, will serve two years. Conger, Astoria, and Bunnage, Seaside, each will serve three years, and the terms of Bergeron, a Svensen-area resident, and Itzen, Astoria, will expire in four years.

In other business Tuesday, port commissioners:

—Reappointed Marv Autio, a Knappa-area resident, to the port's budget committee;

—Agreed to pay $1,500 in membership dues to the Pacific Northwest Waterways Association; and

—Heard the first reading, by title only, of an ordinance which would fine or jail dog owners who allow their pets to run amok at — and muck up — the marinas, or who pile garbage on or otherwise litter the floats.

Port's coal role to be clearer by spring

2/19/82

By CHRIS GENNA
Of The Daily Astorian

Port of Astoria officials could know by spring whether the port will play a part in a plan to send Western states coal to the Republic of Korea.

Floyd Shelton, Port of Astoria executive director, returned Wednesday from a trip to South Korea.

He accompanied Sen. Mark Hatfield, R.-Ore., a representative of Gov. Vic Atiyeh, and about a dozen corporate leaders who have interests in coal or grain shipment through the lower Columbia River.

Shelton said the trip, billed as a trade mission, was far more than that, because members of ACT Group presented a "specific proposal" to top officials of the Korean Electric Power Co.

The consortium proposed to deliver 4 million tons of coal a year to Korea in 1986 and 1987, Shelton said.

ACT Group is a consortium that is exploring the feasibility of building a coal transshipment yard at the Port of Astoria piers capable of handling 10-12 million tons per year.

It is made up of a subsidiary of NERCO Inc., which is a subsidiary of Pacific Power & Light Co.; a subsidiary of Burlington Northern Inc.; and Pan Ocean Bulk Carriers, a Korean shipping line. The top executives of all those companies were with Hatfield and Shelton on the trip.

Shelton said Korea isn't the only Pacific Rim nation to which U.S. coal could be exported through Astoria, but it is "a very active market, one which I feel has immediate potential."

The next step in the "complex process" of putting together such a scheme is hard to predict, Shelton said, but it could take the form of Korean power officials "saying we look competitive and we need to talk in more detail."

Shelton indicated that NERCO, which owns coal mines in Wyoming and Montana, had proposed a specific delivery date, but he couldn't say what that schedule was.

While the Korean Electric Power Co. wants the coal in 1986 and 1987, Shelton said, some coal could be shipped earlier, "and we might have to arrange for some less efficient initial movement" of coal.

The Korean power-generating company, Shelton said, has commit-

See Shelton, Page 3

Shelton—

Continued from Page 1

ted itself to building thermal generation plants that can efficiently burn lower-heat-content Wyoming coal.

Shelton said he was enthusiastic about the results that might come from the trip.

"When you consider that we really had the willing participation of both our senators (Hatfield took over leadership of the group when Sen. Bob Packwood, R-Ore., became ill.), I think that's a clear indication of the tremendous support and interest" shown in Astoria's port potential, Shelton said.

THE SMALL BUSINESS ADMINISTRATION'S listing for the Service Corps of Retired Executives is now available from the Astoria Area Chamber of Commerce, 325-6311.

SCORE members are retired business executives who offer free business advice and counseling to anyone in small business or thinking of going into business. Two members of the Portland chapter live in Astoria and will meet with Astorians interested in taking advantage of the service.

The chamber listing also will be in new SCORE directories that will be printed this fall.

2/19/82

Hatfield says Korea 'warm'

2.18.82

By LINDA WILLIAMS
of The Oregonian staff

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Describing the trip as one of the most successful trade missions he has been on, Hatfield said members of the delegation were received "warmly" by South Korea's President Chun Doo Hwan and other government and industry officials.

Korean officials could make a decision about the plan, which might create a $5 million payroll in economically depressed Astoria by decade's end, within weeks or months, Hatfield said.

"We can say that the basic trip was very productive. It holds great possibilities not only for the Port of Astoria, but for the entire Columbia River Basin," he [redacted].

Hatfield, Oregon's senior senator, replaced Sen. Bob Packwood, R-Ore., as head of the delegation last week when the junior senator became ill in San Francisco.

The trip was to persuade Chun to accept a package put together by NERCO Inc., the Portland-based coal subsidiary of Pacific Power & Light Co.; Burlington Northern Railroad, which owns the rail line between Portland and Astoria; Pan Ocean Bulk Carriers, a Korean steamship line; and the Port of Astoria.

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Under the same plan, the Port of Astoria's grain storage capacity would be quadrupled, to nearly 4 million tons, for expanded export trade with Asia. Grain would be shipped to Astoria for transshipment overseas either by rail or barge.



Staff photo by MICHAEL LLOYD

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Testimony persuades DOT chief

Lewis pledges more Coast Guard funding

2/24/82

By CHRIS GENNA
Of The Daily Astorian

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'State of the Port' topic

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Shelton's talk will be videotaped for later broadcast on cable television Channel 7.

Chamber Manager Jim Durham said reservations can be made for the luncheon by calling the chamber office, 325-6311.

2/23/82



Floyd Shelton

Festival help needed

The Committee to Promote Astoria is seeking help organizing the "World's Greatest Crab and Seafood Festival," to be held March 27.

The committee, part of the Astoria Area Chamber of Commerce, is asking local organizations interested in setting up booths or providing volunteers to attend a meeting 7 p.m. Wednesday at the Port of Astoria office.

The festival will feature a crab dinner and no-host bar at the Thunderbird Seafare restaurant, a beer garden tent nearby, booths with a variety of Astoria seafoods prepared locally, and a demonstration of crab cooking.

Tours of commercial fishing and charter boat fishing vessels will be given.

The committee also hopes to have exhibits about local fish species, films on the fishing industry and a dance with live music.

The festival is the first of what the committee hopes will be a number of promotions designed to tout Astoria as a tourist destination. Also in the works are a kite fishing derby in April, a media day in May and a bridge marathon run in October.

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Hauke's remarks were an attempt to illustrate how, in his view, dire economic conditions were causing increased casualties among fishermen. Increased risk-taking by fishermen makes the Coast Guard's services more important than ever, AuCoin believes

Hauke testified that the need to make boat payments was forcing fishermen "to go to sea in weather they wouldn't have considered five years ago," when times were better. "The desire to save their vessels from receivership overpowers good judgment," he added.

Hauke referred to a recent accident in which one fisherman aboard a Tillamook Bay-based dragger was crushed to death in a net reel and the other man aboard the boat, who tried to help his companion also became caught in the line. The survivor drifted for parts of three days before Coast Guardsmen located and rescued him.

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The recorded comments of Astoria supermarket owner E.A. "Skip" Hauke were played Tuesday at a hearing in Washington, D.C., of the House Appropriations Committee's transportation subcommittee, of which AuCoin is a member.

AuCoin, D-Ore., held a series of meetings with small business owners throughout the 1st Congressional District last week. Hauke was one of those who testified at AuCoin's meeting in Astoria Saturday.

AuCoin, after questioning Lewis at Tuesday's subcommittee hearing, played a recording of Hauke's remarks made last Saturday, said spokeswoman Sue Cogan. As Hauke's recorded voice spoke in the committee room, "the whole roomful fell silent," she said. AuCoin's colleagues, the top Department of Transportation official and the hearing audience "were hanging on every word."

After hearing the testimony, Lewis said he would seek supplemental funding for the Coast Guard this fiscal year, Ms. Cogan said. Reagan administration budget cuts have forced the Coast Guard, which is administered by Lewis' department, to curtail its operations.

Hauke's remarks were an attempt to illustrate how, in his view, dire economic conditions were causing increased casualties among fishermen. Increased risk-taking by fishermen makes the Coast Guard's services more important than ever, AuCoin believes.

Hauke testified that the need to make boat payments was forcing fishermen "to go to sea in weather they wouldn't have considered five years ago," when times were better. "The desire to save their vessels from receivership overpowers good judgment," he added.

Hauke referred to a recent accident in which one fisherman aboard a Tillamook Bay-based dragger was crushed to death in a net reel and the other man aboard the boat, who tried to help his companion also became caught in the line. The survivor drifted for parts of three days before Coast Guardsmen located and rescued him.

Hauke speculated that the reason there were only two men aboard, rather than the three or four usually carried by such a boat, was a desire "to cut expenses and make the payments."

It was after hearing Hauke's taped comments that Lewis said he would propose a supplemental appropriations measure that would restore the worst of the Coast Guard cuts.

Ms. Cogan said Lewis' promise of a supplemental money request would be in addition to $108 million the administration earlier had promised to seek to supplement the Coast Guard budget this year.

That $108 million was to pay for Coast Guard pay increases, added fuel costs and other items, Ms. Cogan said.

See Lewis, Page 2

'State of the Port' topic

The director of the Port of Astoria will deliver a "State of the Port" message at the Astoria Area Chamber of Commerce noon forum Thursday.

Floyd Shelton, who recently returned from a trade trip to South Korea, will address the gathering at noon in the Chinook Room of the Thunderbird Seafare Restaurant.

Shelton's talk will be videotaped for later broadcast on cable television Channel 7.

Chamber Manager Jim Durham said reservations can be made for the luncheon by calling the chamber office, 325-6311.

2/23/82



Floyd Shelton

Festival help needed

The Committee to Promote Astoria is seeking help organizing the "World's Greatest Crab and Seafood Festival," to be held March 27.

The committee, part of the Port of Astoria, is asking local organizations interested in setting up booths or providing volunteers to attend a meeting 7 p.m. Wednesday at the Port of Astoria office.

The festival will feature a crab dinner and no-host bar at the Thunderbird Seafare restaurant, a beer garden tent nearby, booths with a variety of Astoria seafoods prepared locally, and a demonstration of crab cooking.

Tours of commercial fishing and charter boat fishing vessels will be given.

The committee also hopes to have exhibits about local fish species, films on the fishing industry and a dance with live music.

The festival is the first of what the committee hopes will be a number of promotions designed to tout Astoria as a tourist destination. Also in the works are a kite fishing derby in April, a media day in May and a bridge marathon run in October.

The committee is funded by the Astoria city government through its hotel and motel room tax.

Files for Republican nomination

2/24/82

Henningsgaard seeks mayor's job

By JAMES HOLMAN
Of The Daily Astorian

Edith Henningsgaard, a 1982 winner of the Astoria Area Chamber of Commerce's annual George award for community service, filed Tuesday as a Republican candidate for mayor of Astoria in the May primary election.

Mrs. Henningsgaard filed by obtaining enough signatures to put her on the ballot. City council and mayoral candidates also may file by paying a $10 fee.

"I have worked in politics for many, many years. I grew up in a family that was very interested in politics and I've always been," she told The Daily Astorian today. "So I felt that I would like to participate in this way."

Although she has never run for or held elective office, Mrs. Henningsgaard said she had worked on a number of political campaigns over the years. She served three years on a statewide advisory committee on workmen's compensation, appointed to that seat by then-Gov. Mark Hatfield.



Edith Henningsgaard

Mrs. Henningsgaard received her George award last month for her many years of involvement with a variety of community organizations.

She is a member of the Clatsop County chapter of the American Red Cross, treasurer of the Columbia River Maritime Museum board of trustees, a member of the Astoria YMCA board of directors, a member of the Community Concert board, a member of the United Way board and a member of the Columbia Memorial Hospital board of trustees.

She served on the Clatsop County welfare commission for 15 years before it was disbanded in the mid-1970s.

She and her husband, the late Blair Henningsgaard, an Astoria physician, moved to Astoria in 1948. She is a native of Cedar Rapids, Iowa. Mrs. Henningsgaard has four grown children.

The only other candidate who has filed for mayor is Dick Garner, a city councilman. Garner seeks the Democratic nomination in the May 18 primary.

Garner's Ward 3 seat and Richard Stemper's Ward 1 seat are also up for election. No one has filed for either position. The filing deadline is March 9.

Mrs. Henningsgaard said boosting Astoria's economy would be an issue of her campaign.

"I feel that we should use our natural resources to better advantage," she said. "I think tourism is one of our biggest assets. We have so much beauty . . . and so much history to tell people. I think that we should utilize this better."

The city government should work to establish a waterfront park, improving downtown parking and supporting the efforts of people seeking to establish a convention center in Astoria, she said.



Lewis——

Continued from Page 1

Hauke's testimony was used to "make the point to the secretary of transportation and other administration hotshots" that they may be "out of touch with the people and problems at the grass roots," AuCoin said.

AuCoin said Hauke's testimony made Lewis aware of the effect of the "damaging and devastating" cuts he had forced on the Coast Guard. Those cuts include the possible "downgrading of helicopter equipment at Astoria" — an economy move AuCoin still hopes to fend off.

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2/25/82

The Daily Astorian—CHRIS GENNA

There she goes

A bar pilots' pulling boat was eased to the grass outside the Columbia River Maritime Museum's building on 16th Street in Astoria Wednesday.

The boat, once used by pilots to row from pilot launch to waiting merchant ship outside the bar, was hoisted out an open window high on the museum's north wall by a C.A. Taggart Construction Co. crane.

The boat was moved to the museum's new building at the foot of 17th Street, where it will be readied for the facility's opening May 11, the anniversary both of the discovery of the Columbia River in 1792 and the founding of the museum 20 years ago.

Port chief lists year's progress

3/26/82

By CHRIS GENNA
Of The Daily Astorian

The Port of Astoria's executive director is proud of the port's achievements during his first year at its helm.

And Thursday he delivered a "state of the port" message describing those achievements to an Astoria Area Chamber of Commerce luncheon audience.

"When I was here a year ago (at another chamber meeting), a lot of projects were still before us, and I wanted to wait a year" before publicly discussing the port's plans and accomplishments, said Floyd Shelton. Shelton took over the port's top staff job Jan. 15, 1981, replacing George Grove.

In the last year, Shelton said, much progress has been made toward the port's top-priority task: putting Astoria astride a network of rail, barge and shipping transportation lines.

Shelton said the fact that the port's grain elevator is being put back in business after five idle years will be the impetus for improved barge and rail movement here.

A lease agreement with TAT (USA) Inc. to ship Northwest logs to China could be Astoria's first foot in the door of a developing new trade route, he added.

See Port, Page 5

Port

Continued from Page 1

Recent shipment of Dant & Russell Inc. lumber to Florida shows there may still be a chance for Western wood products to compete in "lucrative East Coast lumber markets," he said.



Floyd Shelton

The port, Shelton said, has improved its airport industrial park, purchased a dredge to slash annual berth maintenance costs, and begun a hectic marketing program.

All that progress is aimed, he said, at "making Clatsop County part of an essential transportation system."

A coal transshipment yard would cement that transport system, he indicated, by guaranteeing there will be sufficient tonnage of cargo through Astoria to amortize initial transportation development costs and gain competitive rates.

The Port of Astoria is working with a consortium that brings together a coal mine owner, a rail line, and an ocean shipper, all converging on Astoria. "The final piece of the coal puzzle is signing a contract with a customer," Shelton said. "The port of Astoria is clearly ahead of any other port in finding a customer."

Shelton said the coal will be handled by "environmentally sound" equipment, and initial shipments would be on ships which won't require deepening the Columbia River bar.

Shelton said a mediation agreement reached through the Columbia River Estuary Study Taskforce's planning effort means the port docks could be made into a coal yard far faster than the port-owned east bank of the mouth of the Skipanon River in Warrenton or state-owned land at Tongue Point.

The east Skipanon site would require construction of a $20 million railroad trestle, Shelton said, and there are "serious and expensive environmental concerns" in dredging and filling at Tongue Point.

"Community understanding of this (coal) project is most important. The port is committed to presenting a realistic, factual picture of both the costs and benefits to the community of its proposals," Shelton said.

But, he added, "It's the community's responsibility to examine these opportunities . . . Some compromise is necessary for all of us."

Shelton said Don Barney, a Portland consultant, and his associates already are interviewing residents, community leaders and individuals who might be especially affected by the coal project to get their reactions.

"Over the next year," Shelton said, "as technical facts are available about the port's plans, we'll be coming back to you for your advice, and, we hope, your support."

Responding to a question, Shelton said 50 to 100 people might be employed at each of the port's major projects — grain and coal shipment.

He said the port would do all it can to see that local people receive training they might need to do that work, "but we aren't exactly at the hiring stage yet."

Shelton said Pan Ocean Bulk Carriers Ltd., the South Korean shipper that leased the port's elevator, will begin work on the marine leg, a device to unload grain from barges, by June 1. Installation should be completed in two years.

Shelton's talk was videotaped by Clatsop Community College students for later broadcast on cable television Channel 7. The date of that broadcast hasn't been announced.

2/26/82 17 Times C. of C in Book

July 1 target date for start of South Jetty restoration

By CHRIS GENNA
Of The Daily Astorian

The U.S. Army Corps of Engineers hopes to have a contractor at work by July 1 on a $3.5 million project to restore the Columbia River South Jetty.

The corps' district office in Portland is circulating public notice of the proposed work, which would rebuild just more than a mile of the 6.6-mile jetty. If public and agency comments reveal no problems in the corps' plans, the work will be advertised for bids and a contractor chosen this spring.

Technically, the contractor will be asked to place about 56,000 cubic yards of armor stone on the jetty, between stations 38 and 93 — from the western tip of Clatsop Spit to "the knuckle," the point where the jetty bends west.

Most of that rock would go between stations 80 and 90, where so much of the jetty rock has been pushed aside that the crest of the jetty has been undermined.

Scott Noble, of the corps' advanced engineering section in Portland, said $3.16 million has been set aside for the work in the corps' budget for the 1982 fiscal year, which ends Sept. 30. Noble said $460,000 has been included in the corps' budget request for next fiscal year to complete the project.

The corps has planned for two different ways to get rock to the site, Noble said, and the choice will be up to the contractor.

"Since we didn't specify where the rock was to come from," Noble said, "we left the contractor the option. If he could find the rock at some local quarry, then it might be advantageous for him to use the road" which connects the parking lots on Clatsop Spit.

However, Noble said, the contractor would have to observe all load and traffic restrictions specified for any roads used for hauling rock.

If the roads aren't used, Nobel said, the corps has planned for rock to be barged to the east tip of the spit and trucked to the jetty.

That would not only add to the scope of the project, according to the corps' public notice, but would bring up environmental considerations as well. But the notice, which included an environmental assessment, also contained District Engineer Col. Terrence Connell's certification that there would be "no significant impact" from the work.

The offloading platforms, where each 10-ton armor stone will be moved from barge to truck, will be constructed by filling with about 10,000 cubic yards of sand dredged from the river bottom to provide a barge access channel. The sand would be riprapped with 500 cubic yards of small rock, 50-1,800 pounds apiece.

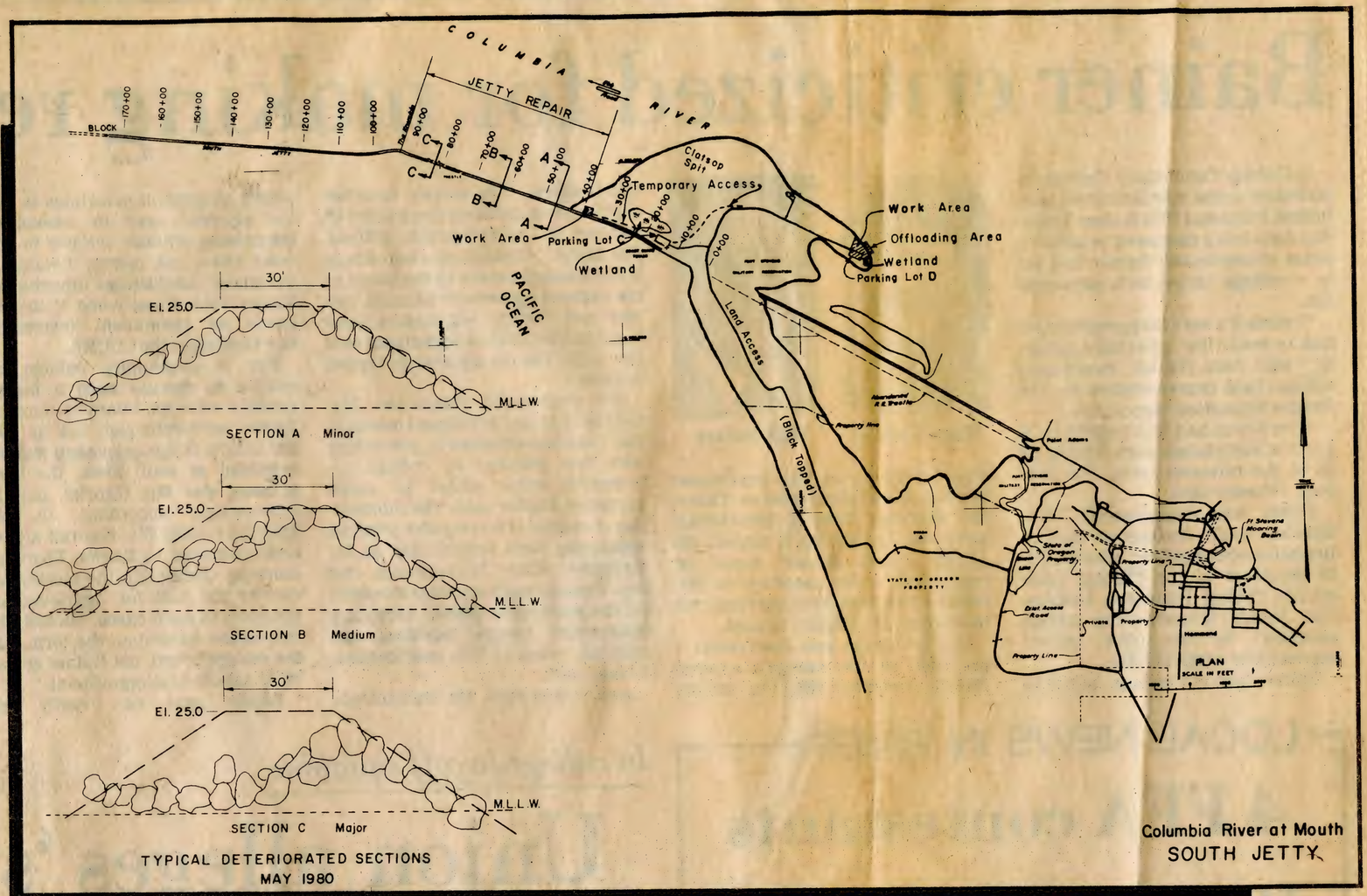
About 5,000 cubic yards of fill will be used to build an access road from near Parking Lot C, where an observation platform overlooks the jetty, to the tip of the spit, where the rock will go onto the jetty over a filled on-ramp.

That road would traverse a portion of a wetland, the corps notice said, north of Parking Lot C. And since the contractor would be using much of the paved road between Parking Lots C and D, public access to the farthest lot may be closed while work is in progress.

The fills for the offloading ramp and the jetty on-ramp would be removed when the work is completed Nov. 1, but the access road from Parking Lot C might not be.

The corps, various state and federal natural resource agencies, and the state Department of Transportation Parks and Recreation Division still are discussing the possibility of leaving the road to provide fishermen beach access to the north shore of the spit.

The jetty undergoes some rehabilitation every 25 years, the corps said, so the work to be done this summer would have to last at least that long. The jetty was built to 4.5 miles long in 1885-1895. It was lengthened to 6.6 miles in 1913-1914.



Corps of Engineers drawing shows where planned jetty work would take place; sections at lower left illustrate erosion of crest.

Retail Merchants Meet — A representative of Don Barney & Associates, a Portland public relations firm hired by the Port of Astoria to gather public opinion about a proposed coal yard, will be the speaker at Wednesday's Astoria Retail Merchants Committee meeting. Scheduled to begin at 7:30 a.m. at the Fiesta Restaurant, 1040 Commercial St., the meeting will include a slide show of the Astoria area.

3/3/82

Atiyeh to speak March 16

3/4/82

Gov. Vic Atiyeh will be featured speaker a

Hauke seeking city council seat

By LESLEY FORNAS
Of The Daily Astorian

Astoria businessman E.A. "Skip" Hauke filed Thursday for the Republican nomination for the Ward 3 position on the Astoria City Council.

Hauke, 38, is the only person of either party who has filed as a candidate for the Ward 3 seat in the May 18 primary election. The seat is being vacated by Dick Garner, who is seeking the Democratic nomination for mayor in the May election. The filing deadline is March 9.



E.A. 'Skip' Hauke

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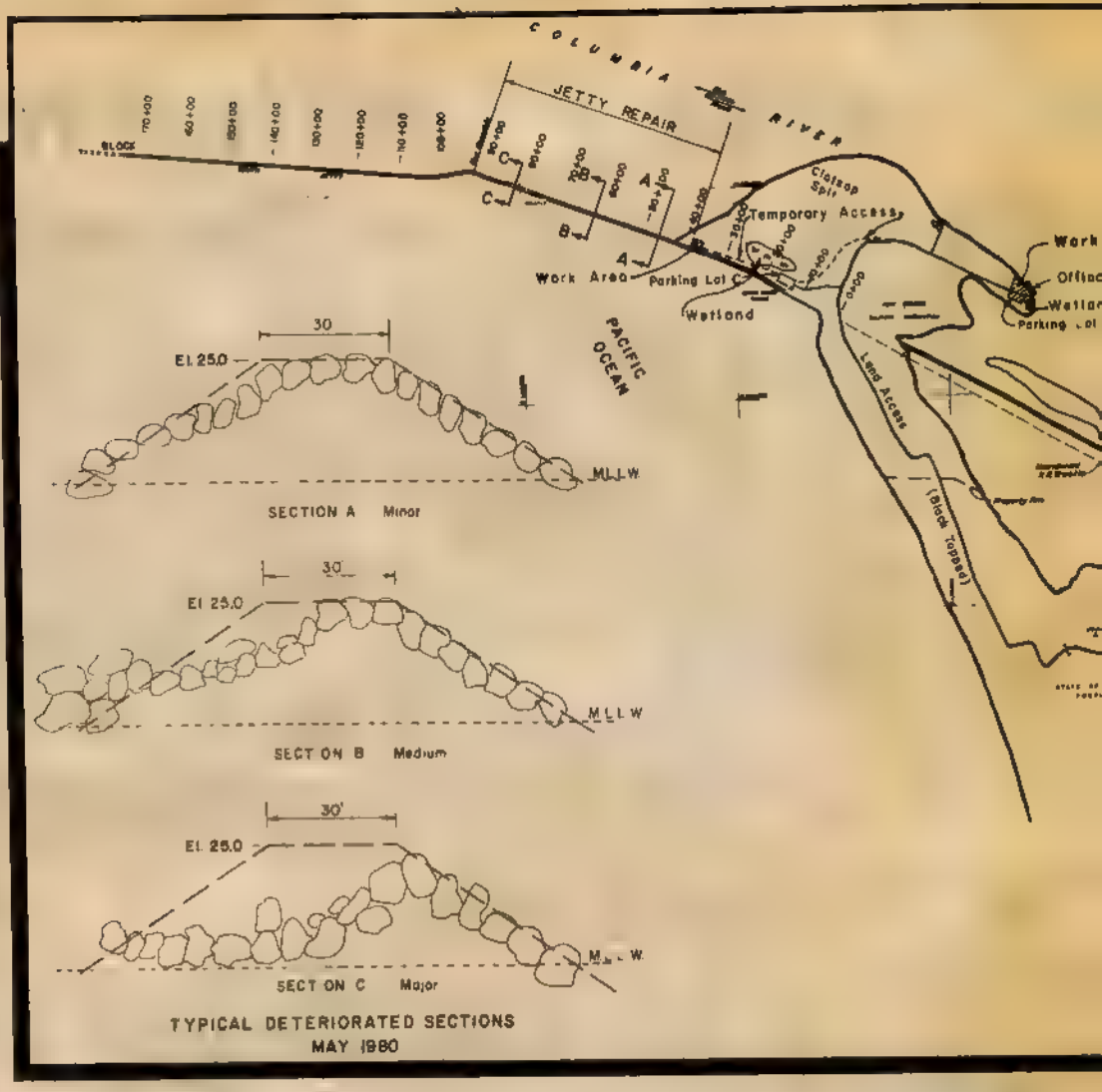
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Atiyeh to speak March 16

3/4/82

Gov. Vic Atiyeh will be featured speaker at an Astoria Lions Club banquet March 16 at the Astoria Golf and Country Club

He will talk about the state of the economy in Oregon, an aide at his Portland campaign headquarters said. Atiyeh, a Republican, is seeking re-election.

The speech is open to the public. Reservations may be made at the Astoria Area Chamber of Commerce and Seaside Chamber of Commerce offices. Deadline is March 12.

For more information, call Obie O'Bryant, 325-5121.



Gov. Vic Atiyeh

Hauke seeking city council seat

By LESLEY FORNAS
Of The Daily Astorian

Astoria businessman E.A. "Skip" Hauke filed Thursday for the Republican nomination for the Ward 3 position on the Astoria City Council.

Hauke, 38, is the only person of either party who has filed as a candidate for the Ward 3 seat in the May 18 primary election. The seat is being vacated by Dick Garner, who is seeking the Democratic nomination for mayor in the May election. The filing deadline is March 9.

Hauke paid a $10 filing fee to get on the May 18 ballot. City council and mayoral candidates may file by paying the fee or by obtaining petition signatures.

"I think we have a tremendous future here and I'd like to be part of it," Hauke said of the city. "I'm very positive about the town."

Hauke never has sought public elective office but has an extensive record of involvement in civic organizations and has served as an appointed member of the city government's budget and traffic safety committees.

The Astoria Area Chamber of Commerce's "business leader of the year" in January 1981, Hauke just completed a term as a chamber of commerce director. He is a Columbia River Maritime Museum trustee and a past two-term president of the Astoria Scandinavian Midsummer Festival Association.



E.A. 'Skip' Hauke

Hauke has served as a business adviser to Clatsop Community College has has worked to improve community relations with Tongue Point Job Corps Center. A native Astorian, he owns Hauke's Sentry Market in Astoria and is a past president and board member of Sentry Markets Inc.

Hauke and his wife, Audrey, have a son and a daughter.

Air Station Astoria's Pelicans

Jumbo helicopters will sta

By CHRIS GENNA
Of The Daily Astorian

U.S. Coast Guard Air Station Astoria will continue to operate jumbo HH-3F helicopters, now that Reagan administration officials have backed off from plans to sharply cut the service's budget.

Capt. David Ciancaglini, commander of the air station, told The Daily Astorian today the service has shelved plans to replace the air station's three HH-3F Pelicans with much smaller, single-engine HH-52A Seaguards.

That proposal was unpopular with fishermen, who pointed out the smaller helicopters have about half the range and less than half the lift capacity of the HH-3F, and lack radar.

It also was unpopular with some pilots, who said they like the HH-3F's stability and twin engines.

It was unpopular, too, with Astoria civic leaders who learned it would require only half as many enlisted Coast Guardsmen to man and service the smaller helicopters.

Secretary of Transportation Drew Lewis told members of a House Appropriations Committee subcommittee Tuesday, and a Senate Appropriations Committee subcommittee Friday, that he wouldn't go through with plans to cut $46 million from the Coast Guard's budget.

LESSER CUTS WOULD meet administration budget aims, Lewis said. The Coast Guard still plans to decommission three cutters; the Fir in Seattle, the Campbell in Port Angeles and the Hollyhock in Miami. Originally, 11 cutters were to be scrapped.

A spokesman for the Coast Guard's Seattle district headquarters said today that all the search and rescue stations that had been scheduled for reductions or closures now will remain open.

And Astoria's air station will have HH-3Fs for a while longer.

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NEW YORK (AP) — The stock
mixed today in the face of new
weakness in the economy

The noon Dow Jones average of 3
was down 2.05 at 821.54

But gainers held an 8-7 lead over
overall rally of New York Stock Exc
issues.

Trading opened on schedule at b
York and American exchanges d
blasts during the night that broke
caused some other damage at the
centers

Police said the Puerto Rican natio
FALN claimed responsibility for fou

NEW YORK (AP)
Monday's noon
New York Stock
Exchange selected
prices

Stock	Last	Chg
Albany	24⅞	+ ⅛
Albtsn	27	— ⅛
Alcan	19⅞	+ ⅛
AlldCp	38	— ¼
AlldSir	27⅜	— ⅝
AllisCh	13⅜	...
Alcoa	23½	...
Amax	28¼	— ⅜
AmHess	17¼	...
AmAir	12¾	+ ¼
ABdcst	29⅜	— ⅛
AmCan	26	— ⅜
ACyan	28⅜	...
AEIPw	16⅞	+ ¼

ContTel
CtData
Cowles
CrwZel
CurtW
DanaCp
Deere
Dennys
Disney
DowCh
Dresr
duPont
EastAir
EsKod
Eaton
ElPaso
Esmrk
EvanP
Exxon
FMC

3/8/82

Seafood Participants Sought — The Committee to Promote Astoria will meet Wednesday with representatives of local organizations interested in setting up booths as part of the "Great Astoria Crab Feed & Seafood Festival" planned for March 27. Wednesday's meeting will be at 7 p.m. in the Port of Astoria Commission meeting room, port offices, Pier 1. For more information, call the Astoria Area Chamber of Commerce, 325-6311.

3/

Coal-grain combination gives Astoria an

By STEVE FORRESTER
Washington Correspondent
For The Daily Astorian

WASHINGTON — About the only bright spot in the depressed Northwest economy is the prospect of increased international trade. Agricultural exports from the region to the Orient remain high, and it is likely that exports to the Pacific Rim will explode if South Korea signs a recently proposed trade agreement.

The offer, which expires June 30, would involve large annual shipments of coal and corn to Korea from ports on the Columbia River.

If the Koreans sign, there would be a large infusion of Korean capital into the Northwest for construction of port facilities; Burlington Northern would refurbish its railroad trackage on the Columbia River and a large corn storage facility would be built on the mid-Columbia at Kennewick, Wash.

Annual shipments to Korea would be in the range of 4 million tons of coal and corn. They would move down the Columbia River for shipment to Korea through the Port of Astoria and would start as early as mid-1984.

SEN. MARK HATFIELD, R-Ore., led the delegation which carried the trade proposal to Seoul, South Korea. He was asked to go by Peter Brix, on behalf of Gov. Vic Atiyeh. Hatfield's presence was deemed important because Sen. Frank Murkowski, R-Alaska, recently had made a trip to Seoul and was depicted in the Korean press as promoting a deal that would supply Korea with Alaskan coal and oil.

The strong selling point of the deal proposed by the Northwest delegation is the combination of fuel and grain. "I don't frankly see anyone (else) who can give them the combination of coal and corn," said Hatfield.

While the most immediate benefit of this deal would flow to Oregon, its effects would reach into Washington state, Idaho and the Midwest.

The trade delegation included Richard Bressler, chairman of Burlington Northern Inc., a Washington state corporation; Don Frisbee, chairman of Pacific Power & Light Co.; Gerard K. Drummond, president of NERCO, PP&L's coal subsidiary; Peter Brix, president of Knappton Corp., which operated tugs and barges on the Columbia River; B.J. O'Dowd, president of Agri Industries of Des Moines, Iowa, and John W. Lambert, chairman of Twin City Barge Inc. of South St. Paul, Minn.

In the long gestation of this proposal, Hatfield has frequently been a catalyst; assembling key players in his office, winning funding for research into how to deepen the Columbia River bar to accommodate bigger ships and pressuring Burlington Northern to rehabilitate its long-neglected trackage between Portland and Astoria.

Hatfield unabashedly used his influence as chairman of the Senate Appropriations Committee to coerce Burlington Northern into a promise to upgrade that trackage. Hatfield put one condition on his trip to Seoul. He would go only if BN President Bressler promised in writing to upgrade the rail line. Bressler sent Hatfield a telegram containing a commitment to upgrade the trackage.

THE IMPERATIVES BEHIND Northwest prospects for trade with Korea are international energy economics and Korea's importance to current U.S. foreign policy in Asia.

Korea wants to make a deal for large quantities of coal, because it is converting its industrial boilers from oil to coal. Korea has a long-term need for corn, and it is already the largest importer of Northwest soft white wheat.

NERCO owns vast coal deposits in Wyoming of the specifications which Korea seeks.

Observers and participants in this trade mission have commented that while coal is the main engine behind this deal, the larger long-term export commodity will be grain.

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The noon Dow Jones average of 3
was down 2.05 at 821.54.
But gainers held an 8-7 lead over
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NEW YORK (AP)-
Monday's noon
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Stock	Last	Chg
Albany	24⅞	+ ⅛
Albtsn	27	— ⅛
Alcan	19⅞	+ ⅛
AlidCp	38	— ¼
AlldSlr	27⅜	— ⅝
AllisCh	13⅜	
Alcoa	23½	
Amax	28¼	— ⅜
AmHess	17¼	
AmAir	12¾	+ ¼
ABdcst	29⅜	— ⅛
AmCan	26	¾
ACyan	28⅜	
AElPw	16⅞	+ ¼

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Air Station Astoria's Pelicans

Jumbo helicopters will stay—for now

By CHRIS GENNA
Of The Daily Astorian

U.S. Coast Guard Air Station Astoria will continue to operate jumbo HH-3F helicopters, now that Reagan administration officials have backed off from plans to sharply cut the service's budget.

Capt. David Ciancaglini, commander of the air station, told The Daily Astorian today the service has shelved plans to replace the air station's three HH-3F Pelicans with much smaller, single-engine HH-52A Seaguards.

That proposal was unpopular with fishermen, who pointed out the smaller helicopters have about half the range and less than half the lift capacity of the HH-3F, and lack radar.

It also was unpopular with some pilots, who said they like the HH-3F's stability and twin engines.

It was unpopular, too, with Astoria civic leaders who learned it would require only half as many enlisted Coast Guardsmen to man and service the smaller helicopters.

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Now, the same new helicopter might replace Astoria's big twins. But that decision, Ciancaglini indicated, may be years away.

3/8/82

Seafood Participants Sought — The Committee to Promote Astoria will meet Wednesday with representatives of local organizations interested in setting up booths as part of the "Great Astoria Crab Feed & Seafood Festival" planned for March 27. Wednesday's meeting will be at 7 p.m .in the Port of Astoria Commission meeting room, port offices, Pier 1. For more information, call the Astoria Area Chamber of Commerce, 325-6311.

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Coal-grain combination gives Astoria an

By STEVE FORRESTER
Washington Correspondent
For The Daily Astorian

WASHINGTON — About the only bright spot in the depressed Northwest economy is the prospect of increased international trade. Agricultural exports from the region to the Orient remain high, and it is likely that exports to the Pacific Rim will explode if South Korea signs a recently proposed trade agreement.

The offer, which expires June 30, would involve large annual shipments of coal and corn to Korea from ports on the Columbia River.

If the Koreans sign, there would be a large infusion of Korean capital into the Northwest for construction of port facilities; Burlington Northern would refurbish its railroad trackage on the Columbia River and a large corn storage facility would be built on the mid-Columbia at Kennewick, Wash.

Annual shipments to Korea would be in the range of 4 million tons of coal and corn. They would move down the Columbia River for shipment to Korea through the Port of Astoria and would start as early as mid-1984.

SEN. MARK HATFIELD, R-Ore., led the delegation which carried the trade proposal to Seoul, South Korea. He was asked to go by Peter Brix, on behalf of Gov. Vic Atiyeh. Hatfield's presence was deemed important because Sen. Frank Murkowski, R-Alaska, recently had made a trip to Seoul and was depicted in the Korean press as promoting a deal that would supply Korea with Alaskan coal and oil.

The strong selling point of the deal proposed by the Northwest delegation is the combination of fuel and grain. "I don't frankly see anyone (else) who can give them the combination of coal and corn," said Hatfield.

While the most immediate benefit of this deal would flow to Oregon, its effects would reach into Washington state, Idaho and the Midwest.

The trade delegation included Richard Bressler, chairman of Burlington Northern Inc., a Washington state corporation; Don Frisbee, chairman of Pacific Power & Light Co.; Gerard K. Drummond, president of NERCO, PP&L's coal subsidiary; Peter Brix, president of Knappton Corp., which operated tugs and barges on the Columbia River; B.J. O'Dowd, president of Agri Industries of Des Moines, Iowa, and John W. Lambert, chairman of Twin City Barge Inc. of South St. Paul, Minn.

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3/12/82

Seafood festival to feature crab feed, booths March 27

By JAMES HOLMAN
Of The Daily Astorian

A crab feed, craft and food booths, a beer garden, boat tours, films and lots of fun.

That's what organizers say is on tap March 27 during the first "Great Astoria Crab Feed and Seafood Festival," sponsored by the Committee to Promote Astoria.

The Astoria Area Chamber of Commerce subcommittee conceived the crab feed as a way of attracting people to Astoria during the tourist off-season, said chamber Manager Jim Durham. "Our interest is to bring Portland people down and this seemed like a natural."

Durham noted that a similar promotion held in Newport recently drew 18,000-20,000 people. "We may end up throwing a party for Astoria, but we hope it turns out to be like Newport's."

Astoria dentist Daniel Andriesian, who is co-chairman of the event, said the crab feed and festival also was designed to acquaint North Coast residents with the fishing industry.

"I PERSONALLY FEEL that too many people are overlooking the fishing industry, sports and commercial. We're trying to bring everyone together and to bring others down here too," he said.

The 11 a.m. to 8 p.m. festival will feature a crab feed with a menu that includes a whole Dungeness crab, cole slaw, garlic bread and coffee.

About 30 booths will sell a variety of seafood, including oysters, sturgeon chowder, shrimp and crab cocktails, clam chowder and smoked salmon, as well as hot dogs, spaghetti and desserts. Craft and art booths also will be set up.

The booths will be in the Peter Pan Seafoods warehouse east of the Thunderbird Seafare restaurant. Several Oregon wineries will have booths offering wine for tasting and for sale by the glass.

A beer garden sponsored by Rainier beer and the Astoria Rotary Club will sell seafood pizza. Rainier also is matching the committee's advertising in the Portland area with $2 for every $1 the committee spends, Durham said.

AT THE WEST Mooring Basin, tours will be given of commercial and charter fishing boats, a U.S. Coast Guard 44-foot motor lifeboat and Clatsop Community College's training vessel forerunner, Andriesian said. The committee also hopes to have a gillnet boat, shrimper and crab boat for tours.

Thunderbird Charters will offer boat rides on the Columbia River at $5 an hour, he said.

Continuous showings of films about fishing and local sea life will be set up in a room in the Thunderbird Seafare restaurant annex. Among the films will be "Estuary: Columbia's Link With the Sea," "Mammals of the Sea," "Gillnetting on the Columbia," "The Oregon Trawler," and "Crab Meat Extraction." All were produced by the Oregon State University Sea Grant program, said Jim Bergeron, Clatsop County Extension Service marine agent.

The Retail Merchants Committee also hopes to put together a promotion during the festival, Chairman Stan Hauer said. The details still are being worked out, however.

SPONSORS AND BOOTHS tentatively planned include: Astoria Regatta Association, oysters; Astoria Area Chamber of Commerce, information; Clatsop County Historical Society, dessert and coffee; Columbia Chocolates, candy and popcorn; Columbia House, a video presentation of Astoria; Columbia River Maritime Museum Auxiliary, cookbooks; Explorer Scouts and Coast Guard, hot dogs and soft drinks; Emblem Club, fish and chips, spaghetti, cookbooks; Fishermen's Wives Club, sturgeon chowder, shrimp cocktails; Fishermen's Seafood Market, clam chowder, crab cocktails; Josephson's Smokehouse, smoked salmon and gift packages; Lewis and Clark Christian Academy, cookbooks; Pier 11 Feedstore Restaurant, cheese and meats; Philadelphia Church Women, cookbooks; Retail Merchants Committee, soft drinks and souvenirs; Trail's End Art Guild, art display; Wear Withall Graphics, T-shirts; Astoria YMCA, water safety.

The Astoria Jaycees, the Astoria Lions Club and the Xi Delta Beta and Beta Sigma chapters of Beta Sigma Phi will provide volunteer labor.

Travel industry workshops to be Wednesday, Thursday

The Astoria Area Chamber of Commerce and the Astoria Retail Merchants Committee will hold two workshops for people whose businesses deal with tourists.

The travel industry workshops are sponsored by the Travel Information Section of the Oregon Department of Transportation. The first will be held 7:30 p.m. Wednesday in the main room of the Eagles Lodge at Ninth and Commercial streets. The second will be a 7:30 a.m. breakfast meeting the next day in the Chinook Room of the Astoria Thunderbird Seafare restaurant.

The workshops are open to anyone interested in or working within the travel industry. Reservations for the two workshops can be made through the chamber office, 325-6311.

Shirley Eads, director of the Travel Information Section, and Donna Graning, director of the state's border information centers, will present a program featuring a new slide show-audio presentation on the impact of tourism on Oregon's economy.

Ms. Eads will talk about Oregon's approach to travel advertising and marketing, how media are selected and the evaluation of advertising effectiveness. Ms. Graning will talk about the information centers and their purpose.

In addition, new part-time Clatsop Community College business instructor Jim O'Donnell will conduct a session during the Wednesday workshop on how travel industry employees can more effectively deal with the public.

The chamber's noon forum Thursday, March 18, will continue the travel industry theme, chamber Manager Jim Durham said. Charles Johnson, manager of the Newport Chamber of Commerce, will be the luncheon speaker.

The Travel Information Section will hold similar workshops on the travel industry March 18 in Seaside and Cannon Beach. For information and reservations call the Seaside Chamber of Commerce, 738-6391, or the Cannon Beach Chamber of Commerce, 436-2240.

Crab Festival Meeting — A meeting about the March 27 "Great Astoria Crab Feed and Seafood Festival" will be held 7 p.m. Thursday, March 18, at the Clatsop Education Service District building, 3196 Marine Drive.

3/16/82

LOCAL NEWS IN BRIEF 3/17/82

Newport chamber manager to speak

Newport Chamber of Commerce Manager Charles Johnson will be guest speaker at an Astoria Area Chamber of Commerce luncheon noon Thursday at the Thunderbird Seafare restaurant, 400 Industry St.

Johnson, recently appointed by Gov. Vic Atiyeh to a statewide blue-ribbon task force for economic recovery, will talk about Newport's travel advertising and marketing program.

Johnson has been manager of the Newport chamber for 3½ years. He is vice president of the Oregon Chamber Executives Association and a member of the Oregon Visitors and Convention Bureau board. Johnson coordinates use of Newport's visitors' convention center.

Johnson formerly worked in the Los Angeles area, where his company was involved with production and marketing of films concerning high-technology industries.

For reservations for Thursday's luncheon, call the chamber office, 325-6311.

Port's grain elevator to be emptied

3/18/82

About 25,000 tons of Eastern Washington corn in the Port of Astoria's grain elevator soon will be loaded on a South Korean ship Emptying the elevator of Ste. Michelle Vintners' corn will clear the way for Pan Ocean Bulk Carriers Ltd of Seoul, South Korea, to take control of the structure under terms of a 15-year lease with the Port of Astoria.

Other terms of that lease call for Pan Ocean to make improvements costing as much as $3 million to the 1917-vintage elevator, including construction of a marine leg to unload grain from barges.

Port Executive Director Floyd Shelton told port commissioners at their meeting Tuesday the Pan Ocean grain ship Pan Ivory was expected at the port docks today, and loading might begin tonight or Friday.

Shelton and port Deputy Director Roger Shannon told Commissioners Nick Zafiratos, Henry Desler and Roy Niemi the Pan Ivory will find everything ready for it.

Shannon reported the grain ship's berth, at the west side of Pier 1, has been dredged to 38 feet deep, at zero tide, throughout its 750-foot length and 100-foot width.

Port employees have been testing equipment in the elevator. Shelton reported one electric motor had burned out Friday, but it had been repaired in Longview, Wash., by Monday.

"All the equipment in the elevator is very old and that type of breakdown just has to be expected," Shelton cautioned.

The discovery of what Shelton described as "some bugs in one of the silos" was treated Wednesday with an application of malathion, the organic pesticide used recently to combat infestions of Mediterranean fruit fly in California.

Christine Rose, Shelton's administrative assistant, said a formal reception will be held for the ship Monday. She said presentations by port and Pan Ocean officials will begin at 11 a.m., followed by lunch and a ceremony on the Pan Ivory. Attendance will be limited to those with invitations, she said.

Shelton said after minor "bureaucratic problems" are cleared up, officials of the port and Pan Ocean should complete an agreement which would transfer control of the elevator to Pan Ocean by April 1.

Oregon tourist advertising getting 'amazing response'

3/17/82

SALEM, Ore (AP) — Oregon officials say a heavy response to initial 1982 tourist promotion advertising indicates the state may be in for a record year in attracting visitors to the state.

"I don't know how to explain the amazing response we've gotten to our spring advertising campaign," Shirley Eads, tourism director for the state Transportation Department, said Monday

"Maybe the recession is forcing people to consider vacations closer to home," she said.

The Legislature's special session that ended March 1 authorized an additional $329,000 for tourist advertising as part of Gov. Vic Atiyeh's economic stimulation program. The extra money almost doubled the tourist advertising budget.

Ms. Eads said most of the money will be aimed at persuading Californians to take Oregon vacations.

Tourist numbers have been declining since the peak year of 1978. The department estimates 12 million visitors spent nearly $1 billion in Oregon last year, making tourism the state's third largest industry behind timber and agriculture.

The state is running full-page ads this month and in April in 25 Western and national magazines. The ads contain a reply postcard and a toll-free phone number for information.

"We brought the stock boy up to answer the phones," said Ms Eads. She said calls are averaging 300 a day.

3/19/82

IRENE BALTIMORE of Warrenton was first-place winner in the annual Astoria Has It Committee's shopping spree contest March 1-15.

Participants must visit the display windows of 47 participating businesses and identify the item on display in each that isn't sold by that business.

Mrs. Baltimore won spending privileges worth $100 The other winners were Becky Wolfgram, Astoria, $50; Renee Wolfgram, Astoria, $30, and Ann Everton, Astoria, $20. Each contest entrant, including the winners, gets a $3 gift certificate from a participating business.

A copy of the inappropriate item displayed at each business is available at the Astoria Area Chamber of Commerce office at Port of Astoria Pier 1.

'Coast to benefit most'

2/19/83

Boom tourism year seen

By SUE LANCASTER
Of The Daily Astorian

GEARHART — The state Department of Transportation is predicting a record year for the Oregon tourism industry, and the coast stands to benefit more than any area in the state.

Shirley Eads, tourism director for the department, told Seaside Rotary Club members meeting here Thursday that the response to 1982 tourist promotion advertising has been tremendous. She predicted the coming season would surpass the 1981 tourist season, which brought 12 million visitors to $1.3 billion to Oregon.

"We're in the import business," she said. "We're importing money into the state of Oregon."

With the help of a slick audio-visual presentation, Ms. Eads explained the extensive advertising campaign being waged by the state to attract visitors from throughout the country.

The "dog-and-pony" show was one of 39 presentations being given throughout the state, she said, to let communities and civic organizations know the potential tourism holds for them during difficult economic times.

Tourism, Oregon's third-largest industry, was "the state's only basic industry to weather inflation" in 1981, Ms. Eads said. It fared better than timber and agriculture, the No. 1 and No. 2 industries.

But competition for tourist dollars is growing, she said, noting aggressive campaigns waged by several Northwest states in recent months. Most of the advertising is aimed toward the affluent California market, Ms. Eads said, because California produced the greatest percentage of tourists for the Pacific Northwest.

"They're going after our customers, and they're outspending us badly," Ms. Eads said.

The state tourism agency is running full-page ads in 25 major magazines this spring, she said. The ads include reply postcards and a toll-free telephone number for prospective tourists to gain information. The response rate has surpassed previous years, Ms. Eads said, which indicated a record year for the tourist industry.

Following the presentation, Ms. Eads told The Daily Astorian the North Coast will benefit considerably from the tourism boom.



Shirley Eads

About 69 percent of the out-of-state visitors will visit the coastal region, she said.

"It's the favored region," she said, adding that the Portland area ranks second on the popularity list.

The tourism division of DOT is promoting increased tourist facilities in Oregon to coincide with the advertising campaign. More high-quality tourist facilities must be developed, and more money must go toward the "tourism effort," officials say.

"There's a lot of attention being paid to the tourist industry right now," Ms. Eads said. "We're going to capitalize on that new interest."

Advice to Astoria: 'Go out and get the tourists'

3/19/82

By JAMES HOLMAN
Of The Daily Astorian

Astoria should take advantage of what it has to offer, make a commitment to expanding its tourism industry and then go after business aggressively.

That's the simple formula Newport and Lincoln County have used to grab nearly one-third of Oregon's $1.4 billion a year "visitor industry," Newport Chamber of Commerce Manager Charles Johnson said Thursday.

Tourists pumped about $400 million into Lincoln County's economy last year "basically because we set about several years ago to go after the visitor — aggressively," Johnson told an Astoria Area Chamber of Commerce noon forum audience.



Charles Johnson

THE KEY TO expanding an area's share of the tourist dollar is a widespread commitment and a consistent, long-term approach to developing it, said Johnson, who has been manager of the Newport chamber for 3½ years. "The most difficult thing anyone in any community faces is trying to convince residents of that community that visitors can be helpful to the community."

Once that is accepted, it produces a "domino effect," he said. "The more (tourism) we brought in the more it encouraged businesses to expand...and people to make investments, not only in tourist businesses."

Johnson noted that the expanding tourist industry in Newport has spawned growth in businesses that have no direct tie to tourism. "We've had an amazing growth in the number of accountants, for example. Our service industry is growing by leaps and bounds."

Once Newport decided to go after tourists — or visitors, as Johnson said he preferred to call them — the next step was coming up with the money to promote the city. A 5 percent motel-hotel room tax was instituted several years ago, with half dedicated to advertising, promotion and publicity and half to maintaining additional services. That included picking up the cost of airport maintenance and buying a new fire truck and street sweeper, he said.

Newport's advertising and promotion campaign concentrates on reaching "people who can visit us easily and affordably," That means basically the Pacific Northwest, including Canada, he said.

IN FACT, JOHNSON is critical of the state government's tourism promotion campaign because it is aimed largely at three California markets: Sacramento, San Francisco and Los Angeles. The state has budgeted $329,000 for advertising in those markets, he said.

But many Californians still perceive Oregon as the state that doesn't want tourists, he said. That image must be changed, but it will be a long, slow process, he said. In the meantime, most of the money would be better spent trying to attract tourists from Washington, Idaho and Canada, he said.

Newport itself has built its advertising and promotions budget to about $250,000, Johnson noted, but not all of that comes from the room tax. "We went to the private sector (when the program began several years ago) and got matching money — $10 here and $15 there. We put that together with the room tax. We're still doing that."

The difference now is that the matching money comes not only from hotels and restaurants, but from non-tourist businesses as well, "because everyone has finally realized that they've got to count on visitors."

JOHNSON NOTED THAT Lincoln County's other industries are suffering the same recession-caused problems as those throughout the state. "Without visitors we would be in serious trouble."

Ironically, the recession is likely to work to the Oregon tourism industry's advantage this summer, he said. "The indications are that people will continue to take vacations. They may not go to the Caribbean or Hawaii, but they will take vacations closer to home."

Because 85 percent of Oregon's visitors come by car, an oil glut that may drive gasoline prices to as low as 90 cents a gallon by summer could make vacationing by car even more attractive. "The highways should be miserable this summer — and I couldn't be happier," Johnson joked.

IF ASTORIA GOES after a chunk of that business, those who design its advertising campaign should remember that "television is not magic," Johnson cautioned. "(Newport's) television ad has been on for six years and I can't tell you how many people say they've never seen it."

See Tourism, Page 4

Tourism

Continued from Page 1

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ce to Astoria: 'Go out and get the tourists'

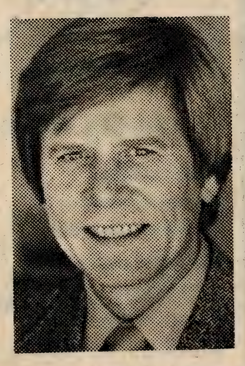
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See Tourism, Page 4

Tourism

Continued from Page 1

Johnson recommended advertising in print media, particularly travel-related magazines that reach Pacific Northwest readers. And he suggested participating in trade shows, working to get media coverage of special events and "encouraging more activities."

"They don't have to be huge and grand and glorious, just a lot of little things for people to do." He noted that the "Great Astoria Crab Feed and Seafood Festival," scheduled for March 27, is the kind of event that brings visitors.

"But the community has to make a commitment. You have to say, 'We're going to go after the visitor business.' "

Crab Festival Meeting — The Committee to Promote Astoria will hold a meeting 7 p.m. Wednesday to discuss booth assignments, work forces and final details of "The Great Astoria Crab Feed and Seafood Festival," scheduled for March 27. Booth contracts must be signed at the meeting, organizers said. The Peter Pan Seafood building will be open 8 a.m. to 5 p.m. Friday for setting up and decorating booths. For more information, call Dan Andriesian, 325-2284.

3/22/82

3/23/82



The Daily Astorian—STUART WONG

Grain dust rose from the Pan Ivory Monday, as part of a 25,000-ton shipment of corn was loaded aboard the vessel. The Eastern Washington grain is destined for South Korea, to be used as food for livestock.

Pan Ocean to take over

When the South Korean grain ship Pan Ivory is finished loading Eastern Washington feed corn Thursday, Pan Ocean Bulk Carriers will have 10 days to take control of the Port of Astoria's grain elevator.

Pan Ocean, the Korean shipping firm that owns the Pan Ivory, signed a 15-year lease of the elevator Nov. 20, 1981. At that time, the port already was filling the elevator with corn owned by Ste. Michelle Vintners Inc. of Seattle, so the Pan Ocean lease was written to take effect 10 days after that shipment was complete.

Under terms of the lease, Pan Ocean will begin by June 1 to make what might eventually amount to $3 million in improvements to the elevator. Until this shipment, the 1917-vintage facility had been idle since 1978.

That renovation will include new safety equipment and more efficient grain-handling machinery, as well as a marine log that will allow the elevator to take in grain from river barges.

Port of Astoria officials invited local mayors, chambers of commerce representatives and regional shipping executives to a reception for the Pan Ivory Monday.

A program that works

3/23/82

It's good to see travel promotion in Oregon returning to one of its earliest and most successful schemes. Chambers of commerce are being enlisted by the Travel Information Section of the state Department of Transportation to indoctrinate people who deal with the traveling public.

Few things that have been done in behalf of tourism in this state have paid such dividends as educating persons who work in travel-related places of business on communicating with their customers.

They were encouraged to learn what visitors could see and do in their areas, to know the answers to questions most frequently asked by visitors and to encourage visitors to see other areas of the state.

As a result of that program, chambers of commerce, owners of businesses and state government received countless letters of appreciation and commendation.

The program cost little more than the time that went into devising and the time of persons who volunteered to attend indoctrination meetings. It paid off handsomely.

Anyone who has traveled could have predicted it would turn out that way. When you get home some of your most pleasant memories are of kindnesses shown you by a service station attendant, a clerk or waitress. You speak of it and others are encouraged to make the journey you enjoyed.

It's a program that should have been pursued more vigorously. Having it back is good news for this region which depends increasingly upon tourist dollars.

50th anniversary party Friday for Ecola park

3/24/82

CANNON BEACH — A golden anniversary party for Ecola State Park will be held at the park Friday, beginning at 10:30 a.m.

The party is open to the public, and will be held in a large picnic shelter just below the west end of the parking lot. David Talbot, state parks administrator, will present brief remarks and coffee and doughnuts will be served.

Although the first land for the park was acquired Feb. 11, 1932, the 50th anniversary observance of that acquisition was delayed until March 25 in hopes of better weather.

The 1,299-acre park grew from a tract of slightly more than 451 acres, acquired from the Ecola Point and Indian Beach Corporation.

There are varying accounts of how the park was named, but the word "Ecola" is known to come from the Chinook Indian word "ekkoli," meaning "whale."

Most of the structural and other park development was accomplished in the mid-1930s by Civilian Conservation Corps forces working under the direction of the National Park Service in conjunction with the Oregon Highway Commission's State Parks Branch.

Particular points of interest in the park include Tillamook Head, the most westerly promontory in Clatsop County. In 1806, Captain William Clark described Tillamook Head in his diary as a point from which " . . . I beheld the grandest and most pleasing prospect which my eyes have ever surveyed."

A lighthouse was erected on Tillamook Head in 1881 about one mile from shore. The light house is used today as a columbarium, a structure of vaults lined with recesses for cinerary urns.

The park contains beaches, trails, picnic grounds and areas for fishing. The sea lions and bird rookeries located on offshore rocks add to the natural setting of the park.

Park facilities include 68 picnic units, restrooms and propane and gas stoves available at Ecola Point.

'Great Astoria Seafood Festival' slated Saturday

3/24/82

"The Great Astoria Crab Feed and Seafood Festival" will be this Saturday, March 27 from 11 a.m. to 8 p.m. This is the first year for the event which the Committee to Promote Astoria hopes will be scheduled yearly.

One of the prime events will be a crab dinner featuring a whole crab, cole slaw, garlic bread and coffee, at a $7.50 cost.

Admission to the event which will feature 40 booths, a beer garden and restaurant and live entertainment is 50 cents, with children under 12 free.

The festival is to be adjacent to the Thunderbird Motel across Basin Street at the Peter Pan Seafood building.

Other events on schedule will include an open house on a fishing boat, river cruises, continuous films, fish displays, and other interesting displays.

Home and Garden Show at Convention Center

The 1982 Spring Home and Garden Show opens this Friday for a three-day run at the Seaside Convention Center, with about 70 exhibits on display.

Many North Coast businesses and organizations are offering "thousands of ideas for home and garden" with much to see.

Friday and Saturday the Convention Center is open from noon to 9 p.m., and Sunday hours are from noon to 5 p.m.

LOCAL NEWS IN BRIEF

5/26/82

Prize offered for Astoria logo

The Committee to Promote Astoria is offering $100 to the person who comes up with the best design for a logo representative of the Astoria area.

The logo should be simple, easy to reproduce and reflect the characteristics of the area, Astoria Area Chamber of Commerce manager Jim Durham said. The committee is part of the chamber, but is financed by Astoria city government through a hotel-motel room tax.

Entries should be submitted to the chamber, P.O. Box 176, Astoria 97103. The deadline for receiving entries is June 11.

For more information call the chamber office, 325-6311.

5-26-82

Volunteer Stuffers Needed — The Astoria Area Chamber of Commerce is seeking volunteers to help stuff 12,000 envelopes with tourism brochures. The envelopes will be prepared starting 9:30 a.m. Thursday at the chamber's office in the Port of Astoria Pier 1 building. Additional information is available by calling Jim Durham, chamber director, at 325-6311.

Oregonian 3/25/82

Anglers who like novelty urged to go fly a kite

By BILL MONROE
of The Oregonian staff

If you can accept the concept of a man named Stormy Weathers of Milwaukie being an expert on flying kites, you won't have trouble with his flightiest idea yet.

Warren O. "Stormy" Weathers has tickled the imaginations of the Oregon Advocates for the Arts with his insistence that kite fishing will work.

That's right, kite fishing.

Weathers has developed a system of line, kite, weights and a milk jug that will put a bait or lure hundreds of yards downwind from the angler, trolling merrily back and forth even in calm breezes.

His techniques and ideas will be presented in a series of clinics in Astoria April 23, 24 and 25. The series will be held at Astoria High School.

The Friday clinic will begin at 7:30 p.m. On Saturday, classes will start at 10 a.m., noon, 2 and 4 p.m.

On Sunday, the weekend will be capped with a kite-fishing derby on Clatsop Spit from 1 p.m. to 4 p.m., with prizes awarded to whoever catches the first fish, the largest (salmon will count, but must be released if caught since the season won't be started yet), the youngest succesful fisherman, the most novel variation on kite fishing and the fish caught from the greatest distance.

If the clinics catch on, others could be held throughout the state.

While Weathers has put most of his developmental efforts into kite fishing over salt water, he has an ultralight kite made from a plastic grocery vegetable sack that will take four-pound test line winging out to the lunkers in any high mountain lake.

Incidentally, as any frequent visitor to the Oregon Coast would attest, kite flying is a sport growing in popularity so fast that specialty kite shops are springing up everywhere.

Marilyn Chalmers, a member of Oregon Advocates for the Arts, is an inveterate kite flier who met Weathers in a field one day and has jumped on his kite-fishing bandwagon.

"Kite flying is, after all, a cross-over between sport and an art form," she said. "More than 80 million are sold every year. It's a tremendous world out there."

Weathers, whose kites are on display in the Smithsonian, is not a fisherman. He's the first to admit that he's never caught a fish on a kite apparatus. The closest he's come was several years ago when he sold a kite-fishing rig to a man on a Puget Sound beach and went up to his car to get his spare rig. When he returned, the man had a six-pound salmon on the beach.

"I'm not a fisherman," he said. "But those people who are good at it will use this as another tool in their bag of tricks. They're going to figure out ways to use this that I never dreamed of."



Staff photo by KRAIG SCATTARELLA

HIGH FLYER — Warren O. "Stormy" Weathers of Milwaukie is a man who wants to put a different angle on the art and sport of kite flying.

The concept of kite fishing is not new. It is practiced widely in southern Florida, both offshore for big game marlin and shark, and inland waters, where stealth is necessary to stalk bonefish in shallow waters.

South Pacific natives also have developed techniques using such unlikely materials as breadfruit leaves, heavy braided spider webs, coconut fibers and fronds and needlefish.

Some anglers in Coos Bay have begun experimenting with kite fishing also, said Weathers.

Stormy's system relies on a simple kite made from a garbage bag and strung to 30-pound test line. The kite is run approximately 100 yards out, then a plastic jug is attached for ballast, which can be varied by adding or taking out water.

Beneath the jug dangles the weight and leader.

Weathers has two basic rigs. One leaves the kite attached and carries the bait back and forth, as if being trolled.

The second system has a release system and is used for carrying the bait or lure a long distance out over water. The bait remains attached to a regular fishing rod while it's running out, then is retrieved after being released.

A similar system was used off Southern California by the late Zane Grey to skip baitfish across the top of a school of thrashing, feeding tuna. It was one his best outdoor short stories.

Weathers figures his techniques will work best for jetty, surf and rock fishermen on the coast or for lake anglers in the mountains and inland waters.

"This is an instrument of opportunity," he said.

The clinics will be covered by a nominal fee — $5 for an adult, $3.50 for those 16 and under and $15 for a family ticket.

There also will be a barbecue on the spit prior to the derby.

The first 50 people who register will be given enough free fishing line (donated by the Berkley Co.) to fill their reels — approximately $13 worth, said Chalmers.

Any other fishing line, reels, hooks, bait, rods and plastic jugs must be supplied by the individual.

Materials to build the kites will be available at the clinics. Remember to bring along scissors and a yardstick.

Registration forms and additional information are available by writing Oregon Advocates for the Arts, P.O. Box 16285, Portland 97216.

The free line offer is for pre-registration only, although registrations will be taken on the days of the clinics. Sponsors said it is important to have a good idea of how many will be attending and on which day.

"We're not trying to make fishermen out of kite fliers," said Weathers. "We want to make kite fliers out of fishermen."



The Daily Astorian—LESLEY FORNAS



The Daily Astorian — SUE LANCASTER

3/29/82

Busy weekend

Who says it's the off-season for tourism?

Two North Coast events held last weekend drew a combined total of more than 8,000, organizers said.

More than 5,000 people — including the woman and child above left — attended the first Great Astoria Crab Feed and Seafood Festival Saturday and most were from outside the area, organizers said.

In Seaside, booths like the flower arrangement demonstration above right attracted about 2,600 people Saturday and Sunday, organizers said.

For a story about the crab feed turn to Page 7. A story about the home show is on Page 3.

More than 5,000 3/29/82

Seafood Festival packed 'em in

By LESLEY FORNAS
Of The Daily Astorian

It worked!

Saturday's The Great Astoria Crab Feed and Seafood Festival was designed to put the city on the map as a tourist attraction. Preliminary attendance figures indicate it did just that.

The all-day event drew more than 5,000 adults, a majority of them from out of the area, said festival chairman Dr. Dan Andriesian. Attendance probably was closer to 6,000 but organizers have no way to calculate the number of visitors under age 12, who weren't charged admission.

CROWDS FLOCKED TO the waterfront Peter Pan Seafoods building Saturday to partake of a variety of seafood delicacies that ranged from mussels to salmon. Many Oregon wineries also were on hand to peddle their products. Other booths offered ceramic wares, desserts and other foods and specialty items.

Festival food booths reported landslide business, some hurriedly rushing out to buy more supplies to keep up with demand. The Astoria Regatta Association, which offered oysters, sold out at least three times. A beer garden continued late into the evening.

"I think everyone who had a food booth was trying to scrounge up more food," said Dorothy Comstock, a member of the sponsoring Committee to Promote Astoria. "We underestimated a little bit and I think it's great, especially for the first year."

DESPITE SATURDAY'S NASTY weather, tours of commercial and charter fishing boats, a U.S. Coast Guard vessel and Clatsop Community College's training vessel Forerunner proved popular, as did river cruises offered as part of the festival.

The crab went early.

"We had 800 crabs and by 5 p.m. we were wiped out and there was no crab available anywhere," said Andriesian.

Astoria motels, gasoline stations and restaurants reported brisk business Saturday. And, the "crab dollars" distributed to festival-goers, entitling them to $2 off purchases at participating stores, apparently drew visitors into the area's shops.

"I think the crab dollars left a good feeling, a positive response," said Bobbie McCallister, owner of The Galleon gift shop in downtown Astoria. She reported many of her customers Saturday said they were in town for the seafood festival.

Crab dollar certificates hadn't been collected today but at least one seafood store, Ocean Foods Market, reportedly "cashed" more than 30, nearly all of them from out-of-town visitors.

"THE PURPOSE WAS to bring new people to Astoria, to show them it's a good place to come for a couple days of vacation. For that it was successful," Mrs. Comstock said. "The whole town deserves a lot of credit. They really turned out to help and were friendly and positive."

Andriesian said he was optimistic the seafood festival would become an annual event, although he was still recovering today from the weekend effort.

"It's well worth considering for an annual event. I'd say it definitely was successful, Andriesian said.

Next year, organizers will look for a bigger place, though.

"We could have used twice as much space," Andriesian acknowledged.



The Daily Astorian—LESLEY FORNAS

State Parks and Recreation Division Administrator Dave Talbot, center, was on hand as Cecil Steele, left, and Bruce Paulsen planted a rose bush in a memorial garden established at Fort Stevens State Park in honor of their children. 3/30/82

Rose garden to bloom in young couple's memory

By LESLEY FORNAS
Of The Daily Astorian

HAMMOND — Ted and Beverly Steele's love of the outdoors will bloom forever at the Fort Stevens State Park Historical Interpretive Center here.

The tragic deaths of the young Beaverton couple, killed in a car accident last year just two days before they would have celebrated their third wedding anniversary, were the impetus for a memorial rose garden established at the park and dedicated Sunday.

When the couple died, their parents, Cecil and Helen Steele of Beaverton and Bruce and Jerry Paulsen of Oak Hills, asked that their friends and relatives remember them with donations to the state Parks and Recreation Division. The families thought that would be a fitting tribute to the two who loved camping and the outdoors.

"THIS IS A wonderful idea born in tragedy," said Dave Talbot, administrator of the Parks and Recreation Division, who presided at Sunday's informal ceremony.

Talbot said the state agency at first didn't know what to do with the money donated in Ted and Beverly Steele's memory. When the division inquired of its employees, the staff at the Hammond park suggested the memorial rose garden and it was approved.

The Steeles were particularly pleased with the selection since the family camped at Fort Stevens State Park at least twice every summer when Ted Steele was a boy, said Cecil Steele. He said the coastal park was among his son and daughter-in-law's favorite spots.

Tongue Point Job Corps Center landscape and horticulture students constructed the rose garden and a walkway at the site and will help tend the rose bushes. Vernonia Boy Scout Troop 201 helped prepare the interpretive center for Sunday's ceremony, attended by friends and relatives of the Steeles and the Paulsens and others.

THE GARDEN HAS room for about 75 plants. People who have made significant contributions to the state parks systems will be honored with a plant in their memory and the general public may establish a living memorial to a loved one with a donation of $50 or more. The money will be used to develop and maintain the garden.

"This naturally will improve what is not such a pretty place," Talbot said.

A brass plaque inside the interpretive center lists the names of those in whose names the rose bushes are planted.

About 16 rose bushes were planted Sunday in honor of the first six people to be remembered in the rose garden. That included seven plants brought by Cecil Steele, a gardening hobbyist who tends 200 rose bushes at his Beaverton home.

Steele said he was proud that his son and daughter-in-law would be so honored. Paulsen, who asked for a moment of silence to honor the two whose lives inspired the garden, said the garden represented beauty forever, as his daughter would have wished.

2 Clatsop County teens finalists in state pageant

3/30/82

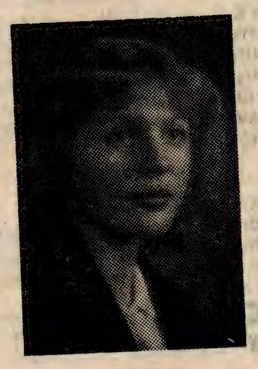
Two Clatsop County girls have been named finalists for the 1982 Oregon National Teen-Ager Pageant to be held May 21-23 in Portland.

Lori Marie Heaton, Route 1 Box 205, Warrenton, and Janice Marie Kent, 826 Erie Ave., Astoria, will participate in the contest. Both are 16 years old.



Lori Marie Heaton

Miss Heaton is the daughter of Mr. and Mrs. William C. Heaton of Warrenton. Her hobbies include sewing, latchhook crafts, singing, reading and playing softball. Among Miss Kent's hobbies are gymnastics, dancing, swimming and roller-skating. She is the daughter of Mr. and Mrs. Samuel E. Kent of Astoria.



Janice Marie Kent

The Oregon National Teen-Ager Pageant is the official state final to the Miss National Teen-Ager Pageant to be held in August in Atlanta, Ga.

Contestants will be judged on scholastic achievement and leadership, poise, personality and appearance. No swimsuit competition is included. Each contestant also is required to participate in a volunteer service program.

Winner of the Oregon pageant will receive a $500 cash scholarship, a full Barbizon modeling scholarship and an all-expense-paid trip to Atlanta to compete in the national contest. Winners from every state, the District of Columbia and Puerto Rico take part in the national event.

Eckerd College in St. Petersburg, Fla., will award a $4,000 tuition scholarship to each state citizenship award-winner and a $20,000 scholarship to the national citizenship award-winner.

Miss Kent's sponsors for the contest are Astoria Frozen Foods-Carnation Dairy Products, Sunset Empire Inc., Clatsop Distributing Co., J.C. Penney Company Inc., and Longshoreman's Union ILWU Local 50. Miss Heaton's sponsors are Pop's Restaurant, Clatsop Insurance, Taggart Construction, Da-Boy's Market and Toyota of Astoria and David Killion.

WIRE NEWS IN BRIEF

3/30/82

Committee okays Coast Guard funds

WASHINGTON (AP) — The Senate Commerce, Science and Transportation Committee unanimously approved a $2.28 billion spending bill Monday for the Coast Guard during the 1983 fiscal year.

The bill authorizes some $780 million more than was sought by the administration of President Reagan. The legislation, sponsored by committee chairman Bob Packwood, R-Ore., also authorizes $2.68 billion for the Coast Guard in fiscal year 1984.

The proposal now goes to the Senate floor.

Packwood had severely criticized the administration plan, which would have reduced the number of Coast Guard personnel from 41,500 to 36,667.

The Oregon Republican noted that the federal government had given the Coast Guard increased duties during the past decade. Packwood said the administration's efforts to justify its budget reductions for the agency were "laughable."

The committee made no changes in the bill as proposed by Packwood.



The Astoria Crab festival was fun for kids too. Here they admire a booth selling monkey puppets.

April 1, 1982

val success marks ard winter

tendance stamp has finally worn off, before anyone forgets the warm suc- Crab Feed and Seafood festival. Over ur coastal lifestyle displayed at the usiastic response couldn't help but good about where they live.

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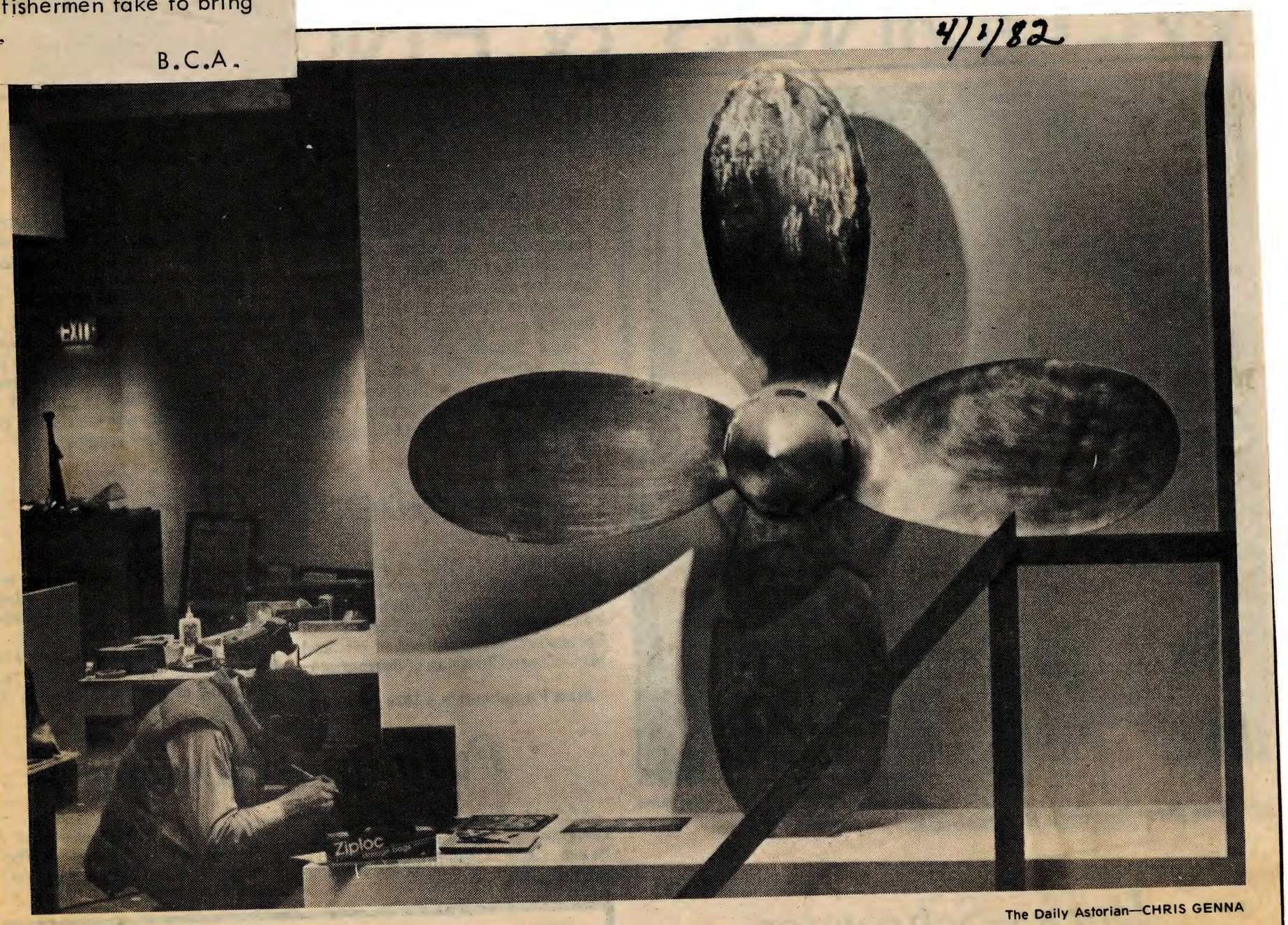
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B.C.A.



The Astoria Crab Festival registered 4000 people by 2 p.m. and went over 5000 attendance by evening.

4/1/82



The Daily Astorian—CHRIS GENNA

Getting ready

Dwarfed by the gleaming brass of a ship's propeller, exhibit designer Max Chance goes over some of the paper work required to set up the new Columbia River Maritime Museum at the foot of 17th Street in Astoria.

The museum is scheduled to open May 11.

Opinion

Seafood festival success marks passage of hard winter

The blue ink of the attendance stamp has finally worn off, but it will be some time before anyone forgets the warm success of the first annual Crab Feed and Seafood festival. Over 5,000 people sampled our coastal lifestyle displayed at the gathering and their enthusiastic response couldn't help but make area residents feel good about where they live.

The timing couldn't have been better. A spring festival was ideal to mark the end of a storm-ridden winter and renew the hopes for better things to come. And those who have weathered the bleak winter economic slumps are cheered at the evidence that Astoria is still very able to draw tourists, even during contrary weather. Lower gasoline prices and effective advertising bring promise for a good tourist season.

With the emphasis upon public appreciation for seafood and the beginning of a new season, we can't help but reflect upon the human cost of last year's harvest. Harder economic times forced fishermen to work marginal weather, and the severe winter took many lives.

Perhaps the spring seafood festival would be a good time for a public remembrance of fishermen lost at sea.

At the Kodiak, Alaska King Crab Festival the harbor bell is tolled for each man lost, and a wreath bearing their names is carried to sea.

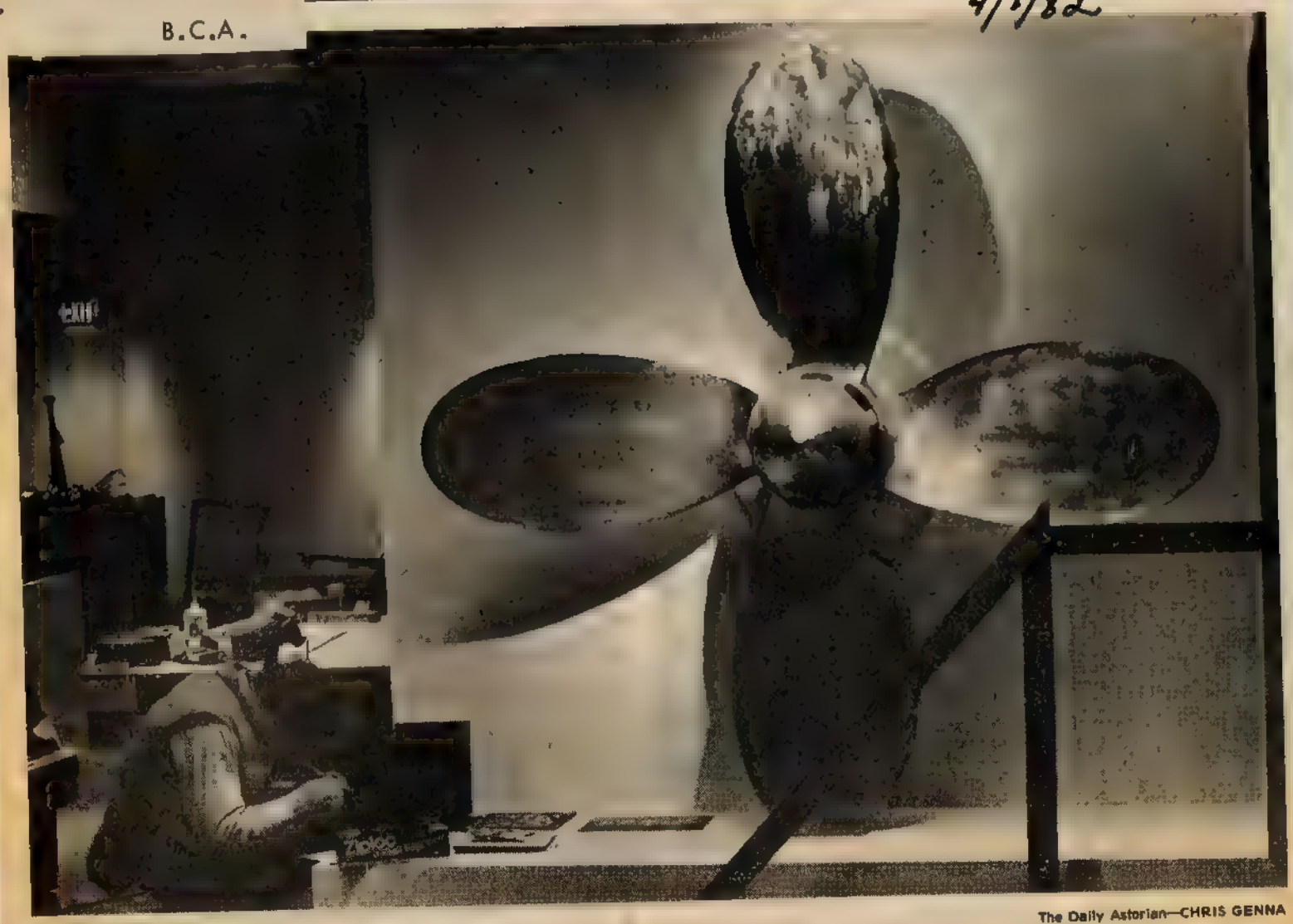
In the happy event that none were lost, then a public giving of thanks would be just as appropriate. It would be good to remind our visitors of the risks our fishermen take to bring back the seafood they enjoy so much.

B.C.A.



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4/1/82



The Daily Astorian—CHRIS GENNA

Getting ready

Dwarfed by the gleaming brass of a ship's propeller, exhibit designer Max Chance goes over some of the paper work required to set up the new Columbia River Maritime Museum at the foot of 17th Street in Astoria. The museum is scheduled to open May 11.



4/2/82

The Daily Astorian—JAMES HOLMAN

The intersection at 11th and Exchange streets, above, is identified in the Astoria traffic safety study as the city's most hazardous, not including state highways.

For Astoria

Traffic improvements recommended

By JAMES HOLMAN
Of The Daily Astorian

A transportation engineering firm has recommended that the Astoria city government undertake a 10-year traffic safety improvement program.

In a voluminous study completed under a federal grant, Associated Transportation Engineering and Planning Inc. of Lake Oswego has identified a number of projects and programs it suggests the city government consider implementing. The study, which took nearly a year to complete, sets out 12 "categories of improvements" designed to reduce traffic accidents and hazards, provide the city government with data on traffic safety problems and improve traffic patterns.

Each project is given a priority rating. Priority 1 projects are recommended for completion within the next two fiscal years; priority 2 within two to five fiscal years; priority 3 within two to 10 fiscal years.

The following are the 12 categories of improvements, the firm's findings and recommendations on each, its priority ratings and the projected costs:

Traffic accident analysis — The engineering firm reviewed the city's traffic accident history and recommends that the Astoria Public Works Department begin a traffic accident analysis program and adopt "general countermeasures for improved safety." Both are priority 1 projects with a projected cost of $6,500.

Signing — The firm recommends that the city continue its sign inventory program, correct a number of signing deficiencies and change school crosswalk signs to conform with the Manual on Uniform Traffic Control Devices (MUTCD). The projects are rated priority 1 and would cost an estimated $14,700 over six years.

Vision obstruction— ATEP recommends the city adopt a comprehensive vision clearance ordinance to give the city a means of removing vision obstructions on private property; investigate and correct a list of problems it has identified; and enforce existing vision obstruction laws more vigorously. All are priority 1 and would cost an estimated $2,100.

Speed zones — ATEP recommends the city eliminate the word "limit" from its speed zone signs. The project would be included under the signing recommendations.

Pavement markings — ATEP says the city's pavement markings conform to MUTCD standards and recommends no changes.

Traffic counting program — ATEP says the city should establish a comprehensive traffic counting program, compile an annual traffic flow map and provide money in the budget to send staff members to training courses in traffic engineering. The first two recommendations are rated priority 3 and the last priority 1. Costs would be $4,900 over the next five years.

Bicycle transportation — ATEP recommends the city provide bicycle lanes on several streets, improve shoulder maintenance, widen Coxcomb Hill Road for bicycle traffic, adopt a bicycle registration ordinance and work with the schools to educate children in bicycle safety. All are rated priority 2 and would cost an estimated $23,500 over five years.

One-way street system — ATEP recommends only minor changes in the city's one-way system to be done in conjunction with other improvement projects.

Downtown — The firm recommends that "when downtown is redeveloped, parking bays should be considered in the plan." That is given priority 3 rating and parking bays would cost $2,000 each, depending on number and location.

Guardrails — ATEP says the city should adopt standards and designs for guardrails at several locations. The first recommendation is priority 2 and the second priority 1. Repair work would cost an estimated $25,600 over the next five years.

Intersection improvements — ATEP recommends a number of changes at hazardous intersections, and rates them from priority 1 to priority 3. Cost would be an estimated $10,750 over 10 years.

Oregon Highway Division projects — ATEP recommends a number of improvements on the state highway within the city limits, which would have to be financed and completed by the Oregon Department of Transportation. They are given no priority ratings and no cost estimates are made.

Total estimated cost of all projects in the Astoria Traffic Safety Management Program report is $90,500 over about 10 years. The study says 35 percent of the total could come from the state government, 23 percent from the city government bicycle fund and 42 percent from the city government general fund.

The city council will consider the study and its recommendations at its 7:30 p.m. meeting Monday.

Ship model contest May 22

4/2/82

Ship model builders, does your motivation evaporate because your projects will just end up on a shelf, collecting dust?

The Columbia River Maritime Museum offers your model a place in the limelight — if only for an afternoon — during the ninth annual ship model competition May 22.

Entries will be displayed in the museum's new building that day from 12:30 to 4 p.m., after judging by a panel of ship model experts.

Awards will be made in seven categories of ship models: plastic kit models, wood kit models, scratch-built scale models, ships in bottles, decorative or fanciful models, and radio-controlled models.

A separate set of awards will be given in each of those categories to modelers 14 or younger and to those 15 and older.

A $2 fee must accompany each adult entry.

Museum officials say the model ship contest attracts more participants, and more spectators, each year.

So if you've dreamed of scores of spectators wondering at your warship or mumuring about your merchantmen, you've got about two months to get her launched.

Entries may be taken to the museum during business hours from May 15 until judging begins at 11 a.m. May 22. More information can be obtained from the museum, 325-2323.

South county police brace for tourists

4/7/82

By SUE LANCASTER
Of The Daily Astorian

State tourism directors are predicting a banner year on the Oregon coast this summer when thousands of economy-minded travelers are expected to seek out relatively inexpensive vacations.

South Clatsop County communities, dependent upon those tourists for their livelihood, both welcome and dread the predicted onslaught. They welcome the income, but they worry about a potential increase in crime

Although Seaside, protected by a 23-member police department, seems well-prepared to handle any increase in crime this summer, Gearhart and Cannon Beach police officials are concerned that their much smaller forces may be inadequate.

Both Gearhart Police Chief Guy Heberling and Cannon Beach Chief Betty Nannetti requested additional funding from their city councils to hire one or more police officers this year. Both requests were denied.

Heberling, who heads a two-man operation, said the Gearhart City Council decided not to replace officer Richard Hoeppner after Hoeppner accepted the Sheridan police chief post last month.

The decision was frustrating to Heberling, who noted a 68 percent decline in the Gearhart crime rate since 1978. Crime has increased 10 to 15 percent "everywhere else," he said.

"I TOLD THEM they could expect a tremendous increase in crime," Heberling said, noting that 64 Gearhart residents were victimized by crime last year, compared with 200 in 1978. "There were a lot fewer victims walking around in our community last year than what there were in 1978," he said.

The loss of Hoeppner already has taken its toll in Gearhart, Heberling said. Although the police department is reinforced with skilled reserve officers, they cannot work the hours needed to replace a full-time officer.

"Already this month (March) we're noticing a marked increase in the crimes committed in the community," Heberling said. In March, 11 thefts and burglaries were committed, he said, compared with only three such crimes in March 1981.

"We would expect that this trend would continue," he added.

Heberling said there is little relationship between poor economic times and an increase in crime generally, although he acknowledged that budget constraints prevented the council from hiring an officer to replace Hoeppner.

But he did predict a proportionate rise in crime as the number of tourists in Gearhart increases this summer.

Criminals don't necessarily travel to the coast to prey on the tourists, Heberling said. It's the tourists themselves who commit minor crimes to pay the costs of their travel, or because they would break the law wherever they were, he said.

"THEY DON'T COME to the coast to commit the crimes," he said, "but commit the crimes while they are here."

The difficulties faced by law enforcement officials in smaller tourist communities stem from the dramatic increase in summer population, Heberling explained. Operating the Gearhart Police Department in the summer "is like Astoria trying to operate with two people," he said, acknowledging, however, that Gearhart doesn't have as many bars and motels as Seaside and Astoria.

The level of police protection remains the same all year, he said, and doesn't correspond to the fluctuating population.

Fluctuating population is a concern for Ms. Nannetti as well. "I think we're probably going to have a lot of theft of services," she said of the predicted tourist influx this summer.

"I think it's going to be higher this summer because of the pinch everybody's in," she added, citing an increase in shoplifting as one predictable occurrence.

Noting a generally low incidence of crime in Cannon Beach, Ms. Nannetti said the burglaries and thefts that do occur result from a large number of vacation homes unoccupied during the winter months. When the owners return to Cannon Beach in the summer, the crime rate drops as a result, she said.

Nonetheless, Ms. Nannetti said the four-member force is too small for the community.

"IT'S TOO SMALL with the growth we've got going right now," she said.

See Crime, Page 12



Guy Heberling



Betty Nannetti



John West

Crime

4/7/82

Continued from Page 1

But, she noted, her request for another officer was rejected when the city budget committee began work for 1982-83, she said.

In Seaside, however, the picture is different.

"We are geared up for the population increase," Police Chief John West said. "It's going to be busy, but I don't foresee any problems at all."

West can afford to be optimistic.

As chief of Seaside's 23-person department, he heads a force as large as the Astoria Police Department. And he owes it all, he said, to the support of the community and the Seaside City Council.

The City of Seaside has a philosophy that "we don't want crime in our town," he explained. The council wants people to visit Seaside and feel secure in the city, he added, which has resulted in adequate financing to maintain a relatively large and experienced force.

"It's nice . . . to be working for people who feel that way," he said. "It's refreshing not to have to justify (our) very existence."

Although four additional police officers have been hired since the summer of 1981, West said a declining crime rate in Seaside is more the result of a "unique" spirit of cooperation among the citizens, the council and the department.

CITING A CITIZENS' crime-reporting committee organized recently, West said there is a general willingness on the part of Seasiders to get involved in fighting crime.

He noted, for example, a considerable involvement by citizens during a recent series of armed robberies. Three men were arrested last week on charges stemming from those robberies.

Between 30 and 50 people called the department to offer information related to the robberies, West said. And, on the days the robberies occurred, numerous citizens assisted police officers in chasing suspects and broadcasting information on a police radio during the chase.

West said he isn't concerned about potential injuries that civilians might sustain in amateur sleuthing, explaining that police would intervene if there were any risks involved. In addition, he said, "we've stressed the difference between a vigilante-type thing" and crime prevention.

Public education is a major deterrent to crime, he said. Noting an increase in thefts from cars at state parks, for example, West said "it's one of those things that can be very easily avoided."

"The average car can be unlocked in about 10 seconds with a coat hanger," he said. But people can prevent such theft by removing valuables from the passenger area of the car, and by knowing that a locked door isn't much protection from theft.

The department's emphasis on community relations has paid off in reduced crime, West said, and has contributed to a high morale among police officers. "It's certainly a good feeling to know, with a few exceptions, that everyone in town is willing to work to the same end."

ALTHOUGH CRIME HAS increased dramatically in Portland this year, none of the three south county police chiefs regarded that increase as a threat to coastal communities.

"Actually that's a benefit to us," Heberling said. "If they're committing their crimes there, we're not going to have them here."

Ms. Nannetti agreed. "I don't think the rise in crime in Portland is going to hit us in the same way," she said.

The chiefs explained that state and federal grant money used in the past to fight urban crime is "drying up," causing fewer criminals to leave the large cities.

"The statistics show the Portland crooks are staying home," West said, noting a 20 percent increase in Portland crime between 1980 and 1981.

4/13/82 Gas tax forum topic

Fred Miller, director of the Oregon Department of Transportation, will be featured speaker at the Astoria Area Chamber of Commerce noon forum Thursday.

Miller, who succeeded Fred Klaboe as director Jan. 1, will talk about Ballot Measure 4. The measure would authorize three one-cent increases in the gas tax and increases in the tax paid by trucks if approved May 18. The increases would take effect July 1, 1982, July 1, 1983, and July 1, 1984.

Miller, a native of Seattle, grew up in Portland, graduated from Wilson High School and received a bachelor's degree in economics from Portland State University. He was assistant director for administration before being named director. Miller also was director of the Oregon Department of Energy for two years.

The luncheon will be in the Chinook Room of the Thunderbird Seafare restaurant. For reservations call the chamber office, 325-6311.



Fred Miller

4/19/82

Catch a fish with a kite

Astoria's first derby planned for Sunday

Go fly a kite.

And catch a fish while you're at it.

April 25 will be the date of the first Astoria Kite Fishing Derby, sponsored by the Astoria Area Chamber of Commerce's Committee to Promote Astoria and the Oregon Advocates for the Arts.

Warren "Stormy" Weathers, a kite-fishing expert whose kite designs are exhibited in the Smithsonian Institution, will conduct clinics April 23 and 24 in kite building, kite flying and kite fishing. To be held at Astoria High School, clinics will begin at 7:30 p.m. April 23 and 10 a.m. April 24. Entry fee for the clinics and the kite fishing derby will be $5 for adults and $3.50 for those under 16. A $15 family ticket is available for families of two adults and two or more children.

Weathers' system uses a homemade kite constructed from a plastic garbage bag, masking tape and two wooden rods. The kite is strung to 30-pound test fishing line and run out about 100 yards. A plastic jug is then attached for ballast. The weight and leader are attached beneath the jug.

One system of rigging leaves the kite attached and can be used for, in effect, trolling. A second system releases the bait after the kite carries it out over the water the desired distance. The bait is then reeled in with a regular fishing rod.

The kite fishing derby will be held 1 to 4 p.m. April 25 at Clatsop Spit. Prizes will be given for the first fish caught, the fish caught from the greatest distance, the youngest successful kite fisherman, the most novel kite fishing variation and the largest fish caught.

The Astoria Elks Club will serve barbecued chicken, hot dogs, pop and beer at Clatsop Spit. The "Kiteman" from Pacific Power & Light Co. will put in an appearance; Balloonatics of Astoria will sell their festive balloons; and kite flying, kite dancing and kite fighting demonstrations will be presented throughout the afternoon.

The first 50 people to register will be given enough fishing line to fill their reels. Material to build kites will be available at the clinics, but participants will need their own fishing line, reels, hooks, rod, plastic jug, yardstick and scissors.

For more information, call Dorothy Comstock, 325-3141. The entry fee may be paid at the Astoria chamber office at the port docks, or at the high school on the day of the clinics.

All proceeds from the derby and clinics go to the Oregon Advocates for the Arts, a non-profit organization that supports arts programs in the state.

The Astoria Area Chamber of Commerce has announced plans for a "kite fishing derby" Apr. 23-25, "for sportsmen young and old and fisherfolk shy and bold" to learn a new sport, which involves kite building, kite flying and kite fishing.

Co-sponsored by the Oregon Advocates for the Arts, the event will offer clinics at Astoria High School Friday, Apr. 23, at 7 p.m., and Saturday, Apr. 24, at 10 a.m. and 4 p.m. Admission fees will be $5 for adults and $3.50 for youths under 16.

Warren "Stgormy" Weather, kite expert, will be on hand to teach kite building, flying and fishing, the sponsors said.

To top off the clinics, there will be competition at Clatsop Spit, Sunday, Apr. 25, from 1 p.m. until 4 p.m. with prizes for the first fish caught, fish caught at the greatest distance,youngest successful fisherman,most movel variation and largest fish caught.

Members of the Astoria Elks Lodge will serve barbecued chicken and other refreshments will be available.

In addition to the unique fishing competition, Chamber Manager Jim Durham said, there will be kite dancing, kite fighting and "Kiteman" from Pacific Power and Light Co. will be on hand during the afternoon. 4-18-82

Open Forum

4/21/82

Take a stand

Over the past few months there has been a lot of talk about the proposed county sanitary landfill along Perkins Road. Like many others I have been following the issue.

However, unlike many of those attending the public meetings and writing editorials I wish neither to support nor protest the selection of the proposed Perkins Road landfill site. Instead, I question why the Port of Astoria, local chambers of commerce, the Clatsop Economic Development Committee and other members of the business community have chosen to remain silent on this issue? Apparently, none of these groups has felt it necessary to announce its position publicly; either for or against the project. Nor has it contributed suggestions as to how the county may resolve its need for an adequate, environmentally sound landfill.

As a professional land-use planner I find this more perplexing than if the pro-development business community publicly opposed the Perkins Road site. What puzzles me is that this same group is planning economic expansion and increased jobs. Having worked in economic planning and industrial-site selection I know that a prime consideration along with availability of raw materials and access to markets is the disposal of waste. If all five county dumps are shut down within a few years where do these people talking economic expansion propose to dispose of the waste that must accompany industrial growth? Moreover, what new industry would be willing to locate in the area knowing it would have no economical means of waste disposal?

Instead of silence I would expect the business community to be taking an active role in finding a solution to the county's sanitary landfill problem. Its silence causes one to question the sincerity of those advocating economic growth in the county.

Until the chambers of commerce, the Port of Astoria, the Clatsop Economic Development Committee and other members of the business community take an active role in the sanitary landfill issue their plans of industrial growth and new jobs will lack credibility.

MARTIN J. STRAUSS
P.O. Box 2796
Gearhart

Luncheon to fete secretaries and businesswomen

4/19/82

The Astoria and Seaside chambers of commerce and Clatsop Community College will join in honoring secretaries and women in business with a luncheon Tuesday at the Astoria Golf and Country Club.



Joan Dalton Siebert

National Secretaries Week is April 19-23.

A five-hour workshop titled "Increasing Productivity for Office Workers" will be held at the country club before and after the luncheon. The workshop will feature Joan Dalton Siebert, executive director of the Monterey Institute.

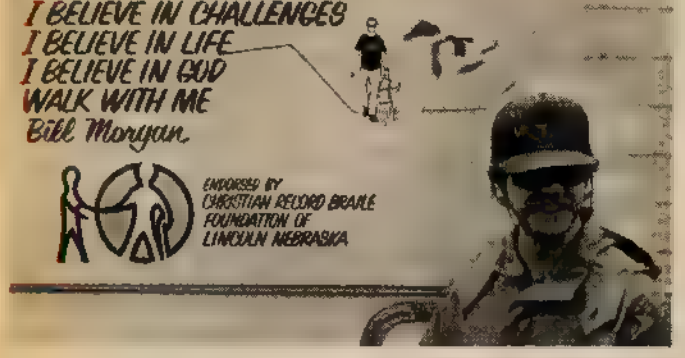
Registration for the workshop will begin at 9:30 a.m. The workshop will begin at 10 and will cover increasing office productivity, "productive postures" for office workers and preparing better business letters.

Siebert draws from her experience as a worker in private industry, education and government. She conducts seminars and is a staff development consultant for a variety of Northwest organizations.

Registration fee is $7 and includes the luncheon. For more information call the Astoria chamber, 325-6311, or the Seaside chamber, 738-6391.

4/5/82

I Have A Dream...



The Daily Astorian—BILL WAGNER

4,400 miles to go

Bill Morgan, a 34-year-old blind man, has a dream. To fulfill it he left Astoria Sunday on a 4,400-mile walk to Washington, D.C.

The Bend resident said he was making the two-year walk to show that, except for lack of eyesight, blind people are just like anyone else. He also plans to talk with people about religion, and says his conversion to Christianity changed his life.

Morgan's wife and three children are accompanying him on the "Stepping Out for Life" walk. It has been endorsed by the Christian Record Braille Foundation, which is coordinating public donations to the project.



Thank you 4/5/82

As co-chairman of the first Great Astoria Crab Feed and Seafood Festival we would like to express our thanks to all the people who made it a great success. The service clubs, public agencies, individuals, youth and church groups all gave us outstanding help and support.

Without your help the event would not have happened. We sensed a spirit of co-operation which so often seems to be lacking. As the song says, "This may be the start of something new."

DAN ANDRIESIAN
655 W. Marine Drive
BILL PITTMAN
Pier 11 Restaurant

4-16-82

DOT chief optimistic gas tax boost will pass

By JAMES HOLMAN
Of The Daily Astorian

A ballot measure that seeks one cent a gallon state gas tax increases each of the next three years has a "fair chance of passing" May 18, the director of the Oregon Department of Transportation said in Astoria Thursday.

Fred Miller, who succeeded Fred Klaboe as DOT director Jan. 1, told an Astoria Area Chamber of Commerce forum luncheon audience that two recent public opinion polls indicated the measure would pass. The first, taken in January, indicated 50 percent of the people polled would vote "yes" on Measure No. 4, 44 percent would vote "no," and 6 percent were undecided, Miller said.

THE MOST RECENT, taken about a month ago, indicated some slippage of support; 45 percent "yes," 40 percent "no" and 15 percent undecided, he said. "It may be that . . . undecided voters will swing the vote." That could favor those campaigning for the measure, because no organized group is working against the measure, Miller noted.

The 1981 Legislature approved a one cent gas tax increase in 1981, but referred the three additional one cent increases to the voters. If approved, they would go into effect in July 1982, July 1983 and July 1984, raising the current eight cent a gallon tax to 11 cents. The measure also would increase the tax paid by trucks.



Fred Miller

Miller said the additional tax would raise about $270 million over the next six years, about $90 million of which would go to cities and counties as their share. Of the remaining $180 million, $5.5 million would go to increased highway maintenance each year and the rest to construction projects.

Although the department could continue its current maintenance program at least through 1985 without the increase, Miller said, "it boils down to: 'Does the state want a major construction program after that date?' "

The measure has three things going for it that similar recent requests, all defeated by voters, have lacked, Miller said.

—The gas tax is now strictly a user fee, because it no longer is used to fund the Oregon State Police or the state Parks and Recreation Division. Voters have indicated in the past that they want the gas tax used only for streets and highways.

—Streets and highways are visibly in need of repair in many places, partly because of severe weather.

—The Committee for Good Roads has been reactivated and is well organized, with the support of trucking and automobile associations.

"Obviously the economy is a negative factor," Miller acknowledged. And he noted that a federal gas tax increase being considered might be a "negative context for a state gas tax election."

Although highway maintenance and construction funding is the most important issue facing his department, Miller said state park funding also is a problem.

"IF WE GET no new funding (for parks) we will be facing closing parks. We'll have to look at day-use areas and consider fees," he said.

Using general fund money to support state parks would be an appropriate use of that money, he said.

Closing parks would be counterproductive to the state's blossoming tourism industry, he said, citing a survey that said 76 percent of the people who visited the Oregon coast used the state parks.

Visitors to Fort Stevens State Park spend $12 million a year in the local economy, according to another survey, he said.

4/21/82
37 Times C of C,
Jim Book

4/5/82

ve A Dream...



The Daily Astorian—BILL WAGNER



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n, a 34-year-old blind man, has a dream. To
ft Astoria Sunday on a 4,100-mile walk to
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vife and three children are accompanying
Stepping Out for Life" walk. It has been en-
he Christian Record Braille Foundation,
linating public donations to the project.

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DAN ANDRIESIAN
655 W. Marine Drive
BILL PITTMAN
Pier 11 Restaurant

4-16-82

DOT chief optimistic gas tax boost will pass

By JAMES HOLMAN
Of The Daily Astorian

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4/22/82



Earth Day planting

The Daily Astorian—BILL WAGNER

Beth Logsdon put a lot of heart, and tongue, into planting marigolds at the Fort Astoria site Wednesday morning while Astoria Co-operative Preschool coordinator Dianne Gros helped. Blake Mowry looked on as the preschool's older children planted flowers to celebrate Earth Day, which is today.

Ms. Gros said there will be an open house for parents of 3- and 4-year-old children May 12 and 13 from 10:30 a.m. until noon. It will be in the basement of the parsonage at the First Lutheran Church, 33rd and Grand streets.

4/23/82

Media weekend will have to wait

What's a media weekend without the media?

Not much, the Astoria Area Chamber of Commerce has decided. So the chamber has postponed media weekend events that had been scheduled to coincide with this weekend's first Astoria Kite Fishing Festival.

Apparently, many of the radio and television broadcasters and news directors invited plan to attend the National Radio and Television News Directors Association annual meeting in Portland this weekend, said Fred Delkin of Petzold & Associates. Petzold is the Portland ad agency handling advertising and public relations for the chamber's Committee to Promote Astoria, sponsor of both the kite fishing festival and the media weekend.

Delkin said that meeting had been scheduled for another city, but two weeks ago was changed to Portland — after the media weekend already had been set for this weekend.

Chamber manager Jim Durham said the event would be held later, perhaps during Maritime Week or the Scandinavian Midsummer Festival.

Among the media weekend events that had been scheduled were a tour of the Astoria Column, the Columbia House condominiums and Fort Clatsop National Memorial on Saturday. Also planned were a luncheon and wine-tasting at the Clatsop County Historical Museum, a reception at the new Columbia River Maritime Museum and dinner in one of Astoria's Victorian homes.

Sunday activities were to include a boat tour of Astoria's waterfront and a trip to Fort Stevens State Park, where the kite fishing derby is to be held.

Local motels were offering complimentary lodging for media representatives. Most of those invited are members of the Portland media.

All of the planned Kite Fishing Festival events will be held as scheduled.

Kite fish derby this weekend

4/22/82

Astoria's Kite Fishing Derby is going to be this weekend, April 23, 24 and 25, with interested persons already entering.

Kite fishing clinics will be held at the Astoria high school gym, Friday at 7:30 p.m., and Saturday from 10 to noon, and 2 p.m. to 4 p.m.

Astoria area Chamber of Commerce Director Jim Durham is hoping the weather will continue good for the Sunday 1 to 4 p.m. Clatsop Spit kite fishing competition.

The categories in the contest will be First fish caught, fish from greatest distance, youngest successful fisherman, most novel variations, and the largest fish caught. Prizes will be awarded at 4:30.

Runners, Joggers Meeting — Plans for an Astoria Bridge run will be discussed at an Astoria Area Chamber of Commerce meeting 7 p.m. Tuesday in the Port of Astoria Commission room. The meeting is open to all runners and joggers interested in a bridge run this fall. For more information, call the chamber, 325-6311.

4/26/82



The Daily Astorian—JAMES HOLMAN

Fly fishing

Neither John Dodge of Salem, above, nor any of the others who tried their hand at kite fishing Sunday had any luck.

But they had a lot of fun, sunny skies and a perfect day for kite flying.

Dodge was one of the more than 100 people who participated in clinics held Friday and Saturday to teach the basics of kite building and kite fishing. Sunday's three-hour kite fishing derby, held at parking lot D on Clatsop Spit, drew dozens of kite fishermen and a steady stream of onlookers.

The event was sponsored by the Astoria Area Chamber of Commerce's Committee to Promote Astoria. Chamber manager Jim Durham said the derby and clinics were a success, even though no one caught a fish and little money was raised, because of the "good exposure" the event gave Astoria.

Proceeds from the derby and clinics went to Oregon Advocates for the Arts, a non-profit organization that supports art programs in the state.

Astoria, Seaside featured

4/28/82

Astoria and Seaside are among four Oregon communities featured on KOAP-TV's "Front Street Weekly" 8:30 p.m. Thursday.

The show also visited Sisters and Cascade Locks. The segment will focus on how the four communities are working to garner a larger share of the tourist industry in Oregon.

Reporters interviewed a number of Astoria and Seaside residents and tourist officials for the show.

KOAP is the Oregon Public Broadcasting Station, Channel 10, Portland.

White Bush to participate in Rose fleet

5/5/82

The Astoria-based U.S. Coast Guard Cutter White Bush will be among the 30-vessel Portland Rose Festival fleet, the Portland Rose Festival Association has announced.

Besides the White Bush, a 133-foot buoy tender that has been based in Astoria more than 30 years, the festival fleet will include two other Coast Guard ships, the Mellon and Fir.

The 18 U.S. Navy ships scheduled to go up the Columbia River for the June celebration are the Monticello, Bradley, Shasta, Jouett, O'Callahan, Hepburn, Hull, Reasoner, Denver, Ramsey, Waddell, Florikan, Decatur, Harry W. Hill, Highpoint, Implicit, Gudgeon, and Pogy. Canadian ships booked for the June festival include the MacKenzie, Saskatchewan, Yukon, Chaleur, Chignecto, Thunder, Qua 'Pelle, Cowichan and Miramichi.

Many of the ships will stop in Astoria to pick up passengers. They are scheduled to arrive in Portland June 9 and 10. The visiting ships will be berthed along the Westside Seawall and downtown Portland and will be open for public tours 1 to 4 p.m. daily June 10 through June 13. They are scedued to head back down the Columbia River June 14.

1/27/82
Ad Times c. of C
Clatsop Co. Historical
Daily Astorian

Show's on the road

Astoria was the last city on the Oregon Coast to allocate some of its motel and hotel room occupancy tax receipts for tourism promotion. In the short time since the city council made that decision the Astoria Area Chamber of Commerce has used the money to get a far-reaching program underway.

It began with The Great Astoria Crab Feed and Seafood Festival, an event which in bad weather drew hundreds who were in waiting lines all day.

The latest achievement is a handsome promotion piece which will be distributed through places tourists and vacationers go to for information. In pictures and text, the folder emphasizes Astoria's historical legacy.

The chamber committee assigned to direct tourism promotion is concentrating on selling the community as a year round mecca for visitors by arranging and advertising special events in most of the months.

Astoria's efforts have been stimulated by Newport's. Newport and Lincoln County lead the state in numbers of vacationers they attract.

We submit that Astoria, Seaside, Cannon Beach and Clatsop County have more for visitors to see and do. The missing link in promoting that package was Astoria. But now that Astoria has come to the table to promote its grandeur and worth that effort combined with what Seaside and Cannon Beach long have been doing should begin to get the job done. Add to that the widely circulated brochure covering all of Clatsop County's attractions, prepared and distributed by the Clatsop Economic Development Committee, and the show is on the road and moving.

The tourist industry has vast potential in this corner of Oregon and many people and organizations are trying to achieve it. The timing couldn't be better for an area whose economy has been severely depressed by ailing wood products and fishing industries.

Kite Fishing Festival on 'Faces and Places'

4/30/82

KATU-TV, Channel 2, of Portland will feature the recent Astoria Kite Fishing Festival on a segment of its "Faces and Places" show 7 p.m. Tuesday.

Reporter Wally Newman and a film crew filmed people participating in the kite fishing derby last Sunday at Clatsop Spit.

trip to Poland

VATICAN CITY (AP) — Pope John Paul II's trip to his native Poland in August will be postponed, the Roman Catholic primate of Poland announced today.

"I believe that the pope's trip must be postponed for a little while," Archbishop Jozef Glemp told reporters at the Vatican after the pontiff's weekly general audience.

judge rules

PORTLAND, Ore. (AP) — A federal judge ruled on Tuesday that the state Department of Agriculture can go ahead with its aerial spraying plans to eradicate an infestation of gypsy moths in south Salem.

The man who filed the suit to halt

Four people were sentenced Mon
day in Clatsop County Circuit Court
on separate, unrelated charges. Ap
pearing before Judge Thomas
Edison were:

—Carl F. Thunderbird, 27, Port
land, who pleaded guilty to violating
terms of a probation order previous



The Daily Astorian—CHRIS GENNA

Discovery arrives

Columbia River Maritime Museum Director Michael Naab examines the fully detailed stern cabin of a model of Capt. George Vancouver's ship Discovery.

The model, built by Eric Pardy of Seattle, was commissioned by the late Rolf Klep last March. Klep, the museum's founder, died last September. The model, which was delivered this week, will be on display when the museum reopens May 11 in its new building at the foot of 17th Street in Astoria.

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View of the port

The Port of Astoria vewing platform continued to take shape Wednesday as port workers began nailing decking to the framework they had constructed at the southwest corner of Pier 1. Already completed are an access ramp and stairs. Yet to be built are railings and a higher platform that will extend from the existing structure.

Port Deputy Director Tom Notos said the platform is part of the port's participation in Astoria's "people places" plan for the waterfront. He expects the platform to be finished by the middle of next week. Plans call for landscaping around the platform, adding information displays, and building a similarly designed entrance to the port office building.

The new viewing area will give people a safe place to observe port activities, while reducing the flow of traffic through work areas, Notos said.

The Daily Astorian- BILL WAGNER

WHS names new Regatta princess

3/30/82

Georgann Pearce has been selected to represent Warrenton High School on the 1982 Astoria Regatta court.

Miss Pearce, 17, is the daughter of George and Betty Pearce of Warrenton. She replaces Erin Gilreath, who resigned from the court for personal reasons.



Georgann Pearce

Miss Pearce is a senior at Warrenton High School and is enrolled in classes at Clatsop Community College. She is senior class secretary and a student council representative.

Miss Pearce has participated in high school track four years, volleyball three years, basketball one year and cheerleading three years. She served as cheerleading representative to the student council, was a member of the letter and ski clubs and a four-year member of Girl's League, serving as treasurer this year. She is a three-year National Honor Society member, serving as society historian for two years.

Miss Pearce has done volunteer work in a thrift shop to benefit the Association for Retarded Citizens of Clatsop County.

Miss Pearce plans to study wildlife management at Southern Oregon State College and then transfer to the University of Wyoming, where she hopes to obtain a master's degree in wildlife management.

The 1982 Astoria Regatta court also includes princesses Linda Fenton of Seaside High School, Gail Dundas and Cynthia Kent of Astoria High School and Stephanie Bott of Knappa High School.

The court will make their first parade appearance Sunday in the Long Beach, Wash., Loyalty Day parade.

The 1982 Astoria Regatta will be Aug. 12-15.



5/6/82

The Daily Astorian—BILL WAGNER

Showing off to the press

North Coast newsmen were virtually all who turned out for a media preview of the new Columbia River Maritime Museum Tuesday.

The preview presaged by one week the opening of the $2.6 million, 37,000-square-foot building that will be dedicated May 11, the 20th anniversary of the museum's founding and the 190th of the discovery of the Columbia River by Capt. Robert Gray.

Seven reporters and photographers, representing The Daily Astorian, the Columbia Press, the Seaside Signal and The Oregonian were shown around the museum's exhibit space, three times the size of its previous quarters, by museum Director Michael Naab.

Naab said he was "mildly disappointed" by the turnout, because he had sent notices to news organizations "all over."

But, he noted, many newspapers have closely followed developments leading to the opening of the new museum — The (Longview) Daily News had visited Monday and the museum was featured in a full-page article in the Oregon Journal April 29.

The Daily Astorian will publish a special section about the museum opening Monday.

Information center to reopen

5/18/82

Astoria's state border information center will open for the summer season Saturday.

The center is one of six maintained by the Oregon Department of Transportation. The Astoria center is operated by the Astoria Area Chamber of Commerce under contract to the state government.

The three centers on Interstate 5 and Interstate 84 opened last Saturday. They are in the Siskiyou Safety Rest Area, five miles south of Ashland, off the Jantzen Beach exit near the Oregon end of the Interstate Bridge in Portland, and in the Ontario Safety Rest Area at the Oregon-Idaho state line. The centers will be open through October.

The other two information centers, at Brookings and south of Klamath Falls on Highway 97, also will open this Saturday.

Travelers stopping at the centers can get tourist information brochures on Oregon's attractions, vacation areas, activities and services and help from trained personnel who staff the centers. More than 240,000 visitors stopped at the six centers last year.

ASDOHM



5/6/82

The Daily Astorian—BILL WAGNER

Packaging Astoria

Phyllis Reuter, right, Lou Jones, center, and Gloria Richards volunteered their time Tuesday to help the Astoria Area Chamber of Commerce package 40,000 tourism brochures for mailing.

The chamber's Committee to Promote Astoria had 65,000 of the promotional brochures printed. Those packaged for mailing Tuesday will be sent to tourism-related organizations throughout the Northwest, Canada and Northern California, chamber manager Jim Durham said.

The rest will be distributed in the county, given out at conventions and sent to people who ask the state government for information about the coast.

LOCAL NEWS IN BRIEF 5-19-82

Maritime Week events continue

Maritime Week activities continue in Astoria Thursday with an event many consider to be the week's bench mark — the premier showing of "When the River was the Road."

The slide-tape presentation was developed by two Astorians and makes a significant contribution to the region's history, Maritime Week sponsors say.

Columbia River Maritime Museum education coordinator Rich Fencsak and steamship expert and modeler Leonard Vernon combed half a dozen museums and pored over some 500 images of Columbia River steamboats to find material for the show, which includes an original soundtrack.

"When the River was the Road" will be shown at 7:30 p.m. Thursday at Clatsop Community College's Performing Arts Center, 16th Street and Franklin Avenue.

Also Thursday, the U.S. Coast Guard Cutter Iris will be open for public visits at the Tongue Point Coast Guard base 1-4 p.m. A Coast Guard marine safety unit has set up a display in the museum courtyard; the display is open afternoons.

Thursday will be the deadline to make reservations for an "all hands on deck" reception Friday.

The no-host reception, to be 7-9 p.m. Friday at the Thunderbird Seafare Chinook Room, will follow the evening boat parade.

The reception will feature hors d'oeuvres served by the Astoria Anchor Club. Admission will be charged; those who wish to attend should make a reservation by calling the Astoria Area Chamber of Commerce, 325-6311, organizers say.

The boat parade will leave the East Mooring Basin at 6 p.m. Friday and run along the Astoria waterfront to the West Mooring Basin. Any boater who wants to participate in the parade may get more information by calling Rollie Broadwell, 861-3127.

Hatfield sets chamber speech

5-20-82

Sen. Mark Hatfield, R-Ore., will address a sell-out crowd of Portland and Astoria business leaders Friday, the last day of World Trade Week.

Hatfield will speak at a no-host luncheon in the Chinook Room of the Astoria Thunderbird Seafare restaurant.

The lunch, which will follow a social hour about 11:30 a.m., is sponsored by the World Trade Committee of the Portland Chamber of Commerce.

About 150 members of that chamber organization, and about 70 Astorians, will fill the room to capacity for the joint forum, Astoria chamber manager Jim Durham said Tuesday.

About 130 of the Portlanders will ride to Astoria aboard a special Burlington Northern train which is scheduled to leave Portland about 7 a.m.

Following the lunch, the train will return to Portland, stopping about 2 p.m. in front of the Columbia River Maritime Museum so passengers can tour the 25,000 square feet of exhibit space, which opened May 11.

AREA BRIEFS 5-20-82

Port Hosts Cidd's Kids — An installment of "Captain Cidd's Castle," a cable Channel 7 children's show, taped at the Port of Astoria last Thursday, will be shown this week. Capt. Cidd's kids visited the dredge Patriot and "people places" viewing platform. The show will be televised tonight at 7:30 and Friday at 10 a.m.

5-18-82



The Daily Astorian—BILL WAGNER

Maritime luncheon Wednesday

A fund-raising luncheon will be served Wednesday from the kitchen of Astoria's new Columbia River Maritime Museum building, shown here by museum auxiliary members, from left to right, Ebba Brown, Mary Lou Haggren, Louise Fulton and Helen Webster.

Mrs. Haggren and Mrs. Fulton are in charge of the luncheon, which begins Wednesday at 11:30 a.m. Homemade breads and salads will be served. The luncheon is part of Maritime Week activities. Admission is $4.

Auxiliary members furnished the kitchen in the new museum building, which opened last week. Founding members of the auxiliary will be honored at this year's luncheon. The luncheon is the auxiliary's biggest fund-raising event of the year.

227 at museum luncheon

A Columbia River Maritime Museum Auxiliary fund-raising luncheon held Wednesday at the museum's new building was the most successful in the nine-year history of the project, organizers said today.

The luncheon, the auxiliary's largest fund-raising event of the year, drew 227 people, said Mary Lou Haggren, co-chairwoman of the event with Louise Fulton. In fact, the event proved so popular that 75 to 100 persons had to be turned away, Mrs Haggren said.

"It was the best year we've ever had," Mrs. Haggren said. "We're very thankful for all the support from the community. Next year we'll have to make more food."

Receipts from Wednesday's homemade salad and bread luncheon still were being tallied today. No estimate of the funds earned was available. Mrs. Haggren said the auxiliary also recruited many new members Wednesday and sold several of the fish cookbooks it markets.

"We're very pleased. People were so generous with their donations for the luncheon," Mrs. Haggren added. "I know a lot of people came to see the new museum and we're glad they took the time to see our marvelous new facility."

5/20/82

Development Committee Meets — The Clatsop Economic Development Committee will meet Thursday at the Astoria Moose Lodge, 420 17th St. The CEDC's tourism subcommittee will review what various communities are doing to attract tourists. The meeting begins at 7:30 p.m., following cocktails at 6:30 p.m. and dinner at 7 p.m.

Looks like good year for tourism in Oregon

By The Associated Press

5/20/82

Oregon's tourist industry may have its best season in years this summer, those in the business say.

No one's predicting a record year, but there are signs this season may resemble the busy years prior to gasoline shortages.

Shirley Eads, head of the state Transportation Department's travel information office, said in a recent interview that the response to Oregon advertising in national magazines this spring was the best ever.

An ad in the March issue of Sunset, she said, drew 27,000 responses, compared with 17,000 responses to a similar ad last year. Surveys indicate more than half the people who respond to ads end up visiting Oregon, she said

The department estimates tourism, the state's third-largest industry, accounts for more than $1 billion a year in sales.

Gene Magee of Newport, executive director of the Oregon Coast Association, says there's a much greater interest in travel to the coast this year than in the past two or three years. He said people are booking vacations earlier than usual.

"It's as if people are uncertain of the future and want to be sure they get their vacations in while they can," he said.

Tom Kennedy of the Portland Convention & Visitors Association says bookings at major hotels and motels for the city's June 4-13 Rose Festival are way up from 1981.

"If this is a trend...the area should experience an excellent summer tourist season," Kennedy said. He said lower gasoline prices and the fact that two years have passed since Mount St. Helens' biggest eruption are encouraging more travel.

"We expect a much better summer and could have the best August we've had in quite a while," said Stephen Millard, manager of the Portland Hilton Hotel.

Sally Smith, a spokeswoman for the Ashland Shakespearean Festival, says advance summer ticket orders are running 8 percent ahead of last year.

Mary Myers of the Portland office of the Oregon Automobile Association says there were 24 percent more requests last month than in April 1981 for the association's point-to-point travel route maps provided to members.

5-27-82

Maritime museum attendance booms

About 500 people a day are streaming through Astoria's new Columbia River Maritime Museum, which opened May 11.

Director Michael Naab said 7,018 people visited the museum in its new quarters, at the foot of 17th Street, in the first 14 days since it was open.

Many of those visitors were groups, such as classes of school children and clubs. Last Friday, for example, a trainload of Portland Chamber of Commerce members toured the museum after hearing an Astoria luncheon speech by Sen. Mark Hatfield, R-Ore.

Indeed, Hatfield had visited earlier in the morning and told his luncheon audience not to leave the Astoria area without seeing the museum. "It's the most impressive and beautifully coordinated museum I've seen," Hatfield said.

The train passengers boosted attendance for the day to well over 600, Naab said.

The attendance at the new museum easily is double or triple the average attendance when the museum was located at 16th and Exchange streets, museum officials said.



The Daily Astorian—BILL WAGNER

Klaus Werner towed a handmade cart through Astoria on his 12,000-mile journey.

Walker bound for Tierra del Fuego

Klaus Werner, a British Columbian, was in Astoria last week on the first leg of his trip to Tierra del Fuego — the island south of the Strait of Magellan at the southern tip of South America.

Werner is walking, towing a handmade cart which carries his gear. It weighed about 200 pounds when he spoke to The Daily Astorian at the Astoria Area Chamber of Commerce tourist information center at Pier 1. It would weigh about 30 pounds more by the time he finished shopping.

Werner said he's averaged about 20 miles per day so far on the 12,000-mile trek, though he figured on 10 miles per day when he blocked out the three years he has "free" for the trip.

He'll take a faster way back to limit his absence from a 3½-year-old daughter living with his ex-wife

The 37-year-old actor, folksinger and carpenter said he's found people so far to be friendly and understanding.

Pressed for a reason why he's making such a trip, the New Westminster, B.C., resident echoed the apocryphal mountain climber. "To make my own decisions, to take the next step."

He said he wants to walk through Europe next, part of what he estimates will be a nine- to 12-year walk around the world. He'd stop to visit his mother and two brothers in Germany on that trip.

Chamber office extends hours

5/28/82

The Astoria Area Chamber of Commerce office will be open 8 a.m. to 5 p.m. daily beginning Saturday.

The chamber operates a state border information center at its office on the Port of Astoria docks under contract to the state Department of Transportation.

Information and brochures on local tourist attractions will be available and center personnel will answer visitors' questions about accommodations and attractions on the North Coast, in Oregon and throughout the Northwest.

The chamber's visitor information booth at the Astoria Column on Coxcomb Hill will be open 11 a.m. to 7 p.m. on Memorial Day.

5-28-82

Tourist business starts to boom

By SUE LANCASTER
Of The Daily Astorian

As the winter of economic harship wore on, North Coast residents looked toward the summer and a thriving tourist industry to lift them out of the slump.

And it looks like the tourists are coming through.

Motels throughout the North Coast report an already booming business this Memorial Day weekend, with rooms booked long in advance.

Many motel managers contacted by The Daily Astorian said business is better than average this weekend, and reported a large number of calls from people who are unable to find a room in the area.

Fort Stevens State Park is just about full, with "a couple of tent sites left," said John Martin, park staff member. "We're taking in more reservations than we usually have," he added

Similarly, motels in Astoria, Gearhart, Seaside and Cannon Beach report a large number of reservations.

"They're better, yes," said Helen Paxton of the Lamplighter in Astoria. "We've got a pretty good weekend already on the books. We've got a good weekend coming up. It looks great."

"We are booked, totally booked," said Denny Barlow of Cannon Beach's Surfsand Motel. "It's a little slower than last year," he said of this spring's business, "but not that bad."

"But we expect to make it up here," he added.

Myrna Cope of Ebb Tide Motel in Seaside said her motel quit taking reservations early in the week. "We're not taking anymore," she said "We're doing just great."

Cannon Beach's McBee Motel also was booked to capacity with reservations, said Marty Hart, manager. "We're getting lots of calls from people who can't find a room anyplace," she said. In addition, she said, "We're getting lots of bookings for the summer. It should be a good summer for us."

Tolovana Inn's Rick Standard also reported numerous advance bookings for the summer, and called business "great" so far. "It's looking better than ever before," he said.

Restaurants in the area reported an average business this spring, but said all indications point to a good Memorial Day weekend.

"I think it'll be very busy," said Walter Daggatt of Seaside's Crab Broiler. "We're anticipating a good summer."

6/3/82

Port, ACT officials to attend coal forum

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Jim Good, former executive direcor of the Columbia River Estuary tudy Taskforce in Astoria and now coastal resource specialist at regon State University, will oderate a panel discussion about oal yards in coastal zone managehent areas. An Astoria coal yard ould be located in such a zone.

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He said he's especially interested sessions dealing with different ombinations of port land use (coal ransshipment and grain handling, or example), in job opportunities nd impact, and in environmental osts vs. benefits.

ners want

fairgrounds

ment commission, has offered $600,000 for the site and county government has countered with a proposed price of $995,000. The $995,000 bid is based on an appraisal by Carl Trowbridge and Associates of Portland that includes buildings on the property. Safeway didn't include the buildings when it calculated the fairgrounds' value because it has no use for them.

The counteroffer by county

Miss Baker, daughter of Sandy Baker of Astoria, plans to attend the University of Portland to study communications. Miss Oja, daughter of Owen and Mozella Oja, plans to attend Ricks College in Rexburg, Idaho, to study commercial and interior design and French. Miss

his 12,000-mile journey.

Walker bound for Tierra del Fuego

Klaus Werner, a British Columbian, was in Astoria last week on the first leg of his trip to Tierra del Fuego — the island south of the Strait of Magellan at the southern tip of South America.

Werner is walking, towing a handmade cart which carries his gear. It weighed about 200 pounds when he spoke to The Daily Astorian at the Astoria Area Chamber of Commerce tourist information center at Pier 1. It would weigh about 30 pounds more by the time he finished shopping.

Werner said he's averaged about 20 miles per day so far on the 12,000-mile trek, though he figured on 10 miles per day when he blocked out the three years he has "free" for the trip.

He'll take a faster way back to limit his absence from a 3½-year-old daughter living with his ex-wife.

The 37-year-old actor, folksinger and carpenter said he's found people so far to be friendly and understanding.

Pressed for a reason why he's making such a trip, the New Westminster, B.C., resident echoed the apocryphal mountain climber. "To make my own decisions, to take the next step."

He said he wants to walk through Europe next, part of what he estimates will be a nine- to 12-year walk around the world. He'd stop to visit his mother and two brothers in Germany on that trip.

Tourist b

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Chamber office extends hours

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6/3/82

Port, ACT officials to attend coal forum

A representative of the Port of Astoria staff and several officials of ACT Group will attend a symposium Friday on coal ports and environmental considerations.

Tom Notos, deputy director for port development, said he will attend the two-day conference at the University of Washington campus in Seattle.

Ted Michon, international marketing vice president for Burlington Northern railroad, and Paul Wilson, regulatory analyst for NERCO, will make presentations at the symposium.

Burlington Northern and NERCO, Pacific Power and Light's coal subsidiary, are two of the three companies which formed ACT Group to study the feasibility of a coal transshipment yard at Astoria.

The conference will feature keynote addresses by Sen. Henry Jackson, D-Wash., Brock Adams, former U.S. secretary of transportation, and John Clark, of the Conservation Foundation.

The conference is sponsored by the University of Washington's institutes for environmental and marine studies and the college of engineering.

Other participants include officials from the state governments of Washington and California, the AFL-CIO, the Oregon Enviromental Council, the Friends of the Earth, the Oregon Shores Conservation Coalition, the Sierra Club and Union Pacific railroad.

The symposium is intended to publicize and provide a forum for discussion of the engineering, marketing and environmental problems associated with massive mining, shipment and use of Western states coal.

WIth about 26 U.S. ports interested in establishing coal export facilities or expanding their present facilities, there's a lot of interest in those issues — both by developers and conservationists.

Separate presentations at the symposium will explore all those issues, as well as topics like slurry pipelines, water transportation and safety, and workers' health and safety.

Jim Good, former executive director of the Columbia River Estuary Study Taskforce in Astoria and now a coastal resource specialist at Oregon State University, will moderate a panel discussion about coal yards in coastal zone management areas. An Astoria coal yard would be located in such a zone.

The symposium will provide the Port of Astoria with "insight into things which should be brought to our attention," Notos told The Daily Astorian.

He said he's especially interested in sessions dealing with different combinations of port land use (coal transshipment and grain handling, for example), in job opportunities and impact, and in environmental costs vs. benefits.

Lekiro owner to speak

6-7-82



Wilt Paulson

Wilt Paulson, owner of Lektro Inc. in Warrenton, will be guest speaker at a noon meeting of the Warrenton Chamber of Commerce Tuesday and at the noon forum of the Astoria Area Chamber of Commerce Thursday.

The Warrenton chamber meeting will be at Pop's Restaurant, 78 S.E. Harbor Drive. The public may attend. The Astoria chamber forum luncheon will be in the Chinook Room of the Thunderbird Seafare restaurant. For reservations to the Astoria forum, call 325-6311.

Paulson will discuss his experience as owner of Lektro, which manufactures battery-driven industrial equipment. He also will discuss his plans for the company, which recently announced a public offering of 100,000 shares of common stock at $5 a share.

Rose fleet going by Astoria

6/8/82

The largest contingent of U.S. and Canadian navy ships in Rose Festival history will steam by Astoria today through Friday on their way to Portland.

The first scheduled to arrive in Portland is the USS Florikan, which was to pass Astoria today, a Rose Festival spokeswoman said Monday. It is among 17 U.S. Navy ships, nine Canadian naval ships and three U.S. Coast Guard vessels that will visit the festival.

Among the three Coast Guard ships is the 133-foot cutter White Bush, based in Astoria. Many of the 27 ships will pick passengers off Astoria for the trip upriver, the spokeswoman said.

Following is a list of ships that will be part of the 74th annual Rose Festival, which began Friday and will continue through June 13:

WEDNESDAY

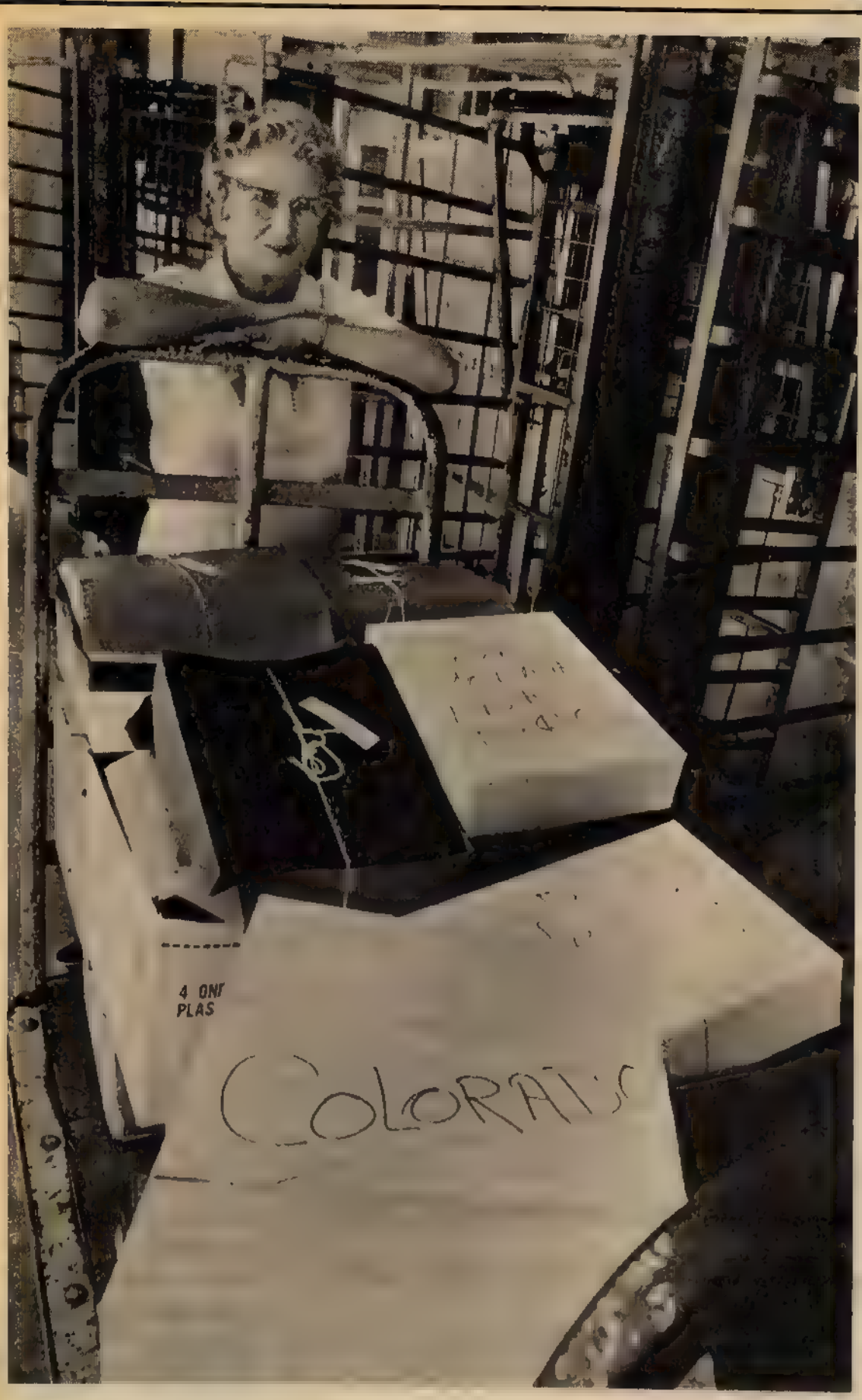
— Canadian navy ships: Chaleur, Chignecto, Cowichan, Mackenzie, Miramichi, Qu'Appelle, Saskatchewan, Thunder and Yukon;
— U.S. Coast Guard ships: Mellon, Fir, White Bush;
— U.S. Navy ships: Hepburn, Highpoint, Implicit, Pogy and Reasoner.

THURSDAY

— U.S. Navy ships: Bradley, Denver, Hil, Hull, Monticello, O'Callahan, Shasta and Waddell.

FRIDAY

— U.S. Navy ship: Gudgeon.



The Daily Astorian—BILL WAGNER

Tourism brochures mailed

Estella Viramontes of Svensen helped deliver nearly 12,000 Astoria Area Chamber of Commerce tourist brochures to the Astoria Post Office Wednesday afternoon. She and 17 other volunteers spent five days stuffing envelopes so the brochures could be mailed to the people in 39 states who had asked the state's travel information agency for material about the Oregon Coast.

The state agency provided the mailing labels, and the local volunteers did the rest, with Mrs. Viramontes alone filling at least 5,000 envelopes.

Chamber manager Jim Durham said the most queries — about 6,000 — came from California.

5/11/82
5th Times copy
in Book.

6/





The Daily Astorian—BILL WAGNER

Waiting for their ship

The dense fog lay like a blanket on the Columbia River this morning, slowing ships like the USS Waddell as they took on passengers headed for Portland. And many of the 1,000 people waiting in Astoria for the ships made an equally thick blanket — sleeping, chatting or reading — on the floor of the Thunderbird convention center's banquet rooms.

The bulk of the 31-ship Rose Fleet composed of U.S. and Canadian navy and U.S. Coast Guard ships, steamed past Astoria in last two days, picking up nearly 2,000 travelers on their way to the Rose Festival.

Cooperate

Seaside Signal
6/10/82

With the decline in the woods products and fishing industrriesa in Clatsop County tourism has taken on an added importance. Without the tourist dollars, times would be a lot tougher than they are.

That's why it is so important that an aggressive advertising and promotion campaign must be carried on to bring people to this section of the Oregon coast. Here in Seaside there has been a good tourist program for years, but with other communities along the coast gearing up, it is vital that the program be maintained and expanded to the limit of available finances.

Astoria is now getting into the tourist business and Cannon Beach has an element that is interested in boosting the flow of tourist dollars.

When the amount of money spent on tourist attracting programs and activities is added up, the final sum is an impressive one, and the amount of volunteer labor put into the program is astounding. Care must be taken to get the most mileage out of each dollar, each hour of donated labor.

It would be in the best interest of all the communities to pool their efforts. If they all cooperated in a mall promotion, for example, the cost would be split, the load would bve lighter on volunteers and the job would be done better because the promotion would be for the entire area, not just one community.

The idea would be to work together to bring t tourists to the North Coast and once they're her work to keep themn. Naturally, there will still some stiff competition between the coastal co munities for the tourist dollar, which is natura and good. Competition keeps us all on our toe and, like Satchel Paige once said, "fires up the blood."

The cooperative program could be set up with representatives of Seaside, Cannon Beach, Gearhart, Astoria and the Port of Astoria all taking part.

Studies have shown that 70 percent of the tourists who come to Oregon end ujp on the coast at one time or another. Let's work together make sure that a goodly number make that coastal visit to this area and not to Newport or Lincoln City.

6-16-82

Cruise ship to bring visitors to North Coast

A cruise ship carrying 800 to 900 passengers and about 200 crewmen will arrive at the Port of Astoria about 6:30 a.m. Thursday, a port spokeswoman said Tuesday.

The Sitmar Cruises liner will tie up on the east side of Pier 2 until about 4 p.m., said Christine Rose, port administrative assistant. Passengers disembarking can choose one of three bus tours: a trip to the Mount St. Helens area; a trip to Seaside, Cannon Beach and south county sites; or a tour of Astoria's historical sites.

The Astoria sto over is the first of six planned by the Los Angeles-based cru.e ships this summer. Cruises begin in San Francisco and call at ports in Vancouver, B.C., Alert Bay, B.C., Prince Rupert, B.C., Ketchikan, Alaska, and Juneau, Alaska, before cruising through Glacier Bay, Alaska, and heading back south, with stops in Sitka, Alaska, Victoria, B.C., and Astoria before returning to San Francisco, Ms. Rose said.

Sitmar Cruise ships will stop in Astoria July 15, July 29, Aug. 12, Aug. 26 and Sept. 9, she said.

2 AHS students, teacher to attend Business Week

6.18.82

Two Astoria High School students and an Astoria High business teacher will be among 300 students and 40 teachers attending the third annual Oregon Business Week July 25-31 at Western Oregon State College in Monmouth.

Students Tami Hageman and Janice Kent and teacher Mike Goin will be sponsored by the Astoria Rotary Club, which will pay tuition of $150 each, Astoria Area Chamber of Commerce manager Jim Durham said.

No Astoria students or teachers have attended previous business weeks, but this year the chamber and high school librarian Michael Foster encouraged students to apply for the weeklong program, Durham said.

The program is designed to bring students and teachers together from throughout the state to discuss the private enterprise system. Counselors and discussion leaders are prominent people from various Oregon businesses knowledgeable about every aspect of business.

Additional sponsors still are needed to pay tuition for other Oregon high school students who have applied to attend Oregon Business Week, Durham said. For more information call 325-6311.

Race Meeting Tonight — Organizers of the "Great Columbia Crossing," a footrace that will take runners across the Astoria Bridge, will meet tonight at 7:30 in the Port of Astoria offices. The race is planned for Oct. 16. 7/6/82

Merchants Meet Wednesday — Astoria Retail Merchants will meet 7:30 a.m. Wednesday at the Fiesta Restaurant to discuss the sidewalk sale and Sitmar cruises. 7/6/82

Organization Information Sought — The Astoria Area Chamber of Commerce is seeking information on local civic and fraternal organizations for an organizational index it prints annually. The index, to be published in the fall, is a list of local organizations and a contact person for each group; meeting dates and locations aren't included. To be on the list, call 325-6311 or when new officers are elected. 7/13/8

THE OREGON TRAVEL INFORMATION SECTION said visitor counts at the state's six border information centers increased slightly during the first two weeks of June, compared with the same period last spring. 6-18-82

The first two weeks of June generally are considered the opening of the summer tourism season. The state agency said 17,047 visitors were served at the six centers, up 2 percent from last year's total.

At the Astoria center, operated by the Astoria Area Chamber of Commerce, the visitor count was up 1 percent. The Jantzen Beach center in Portland reported a 27 percent increase and the Klamath Falls and Brookings centers 6 percent increases. A drop of 6 percent was reported at the Siskiyou center south of Ashland, and a drop of 7 percent at the Ontario center.

Although the increase was relatively modest, state officials noted that 1981 counts were up 15 percent from comparable figures in 1980.

Hydroplanes to race

Up to 200 racers are expected for an American Power Boat Association-sanctioned outboard hydroplane divisional championship race series Saturday and Sunday at Cullaby Lake on Clatsop Plains.

The event will draw boats from California, Idaho, Oregon, Washington and Canada. Some alcohol-burning hydroplanes will be featured in the racing, organizers said. The boats will race at speeds of 50 mph to more than 100 mph.

Columbia Outboard Racing Association of Beaverton is organizing the weekend race series, which begins at 9 a.m. each day. Local sponsors are the Clatsop County Search and Rescue and Sheriff's Reserve. It is a fund-raising event for the local sponsor. Admission will be a donation at the gate. Racing will continue until about 6 p.m. daily, sponsors said.

A beer garden and concession stand will be open in the park during the racing.

Park users to fork over $1

6/18/82

By The Daily Astorian
and The Associated Press

Weekend and holiday day-use fees will be charged at two state parks in Clatsop County, beginning June 26, the state Parks and Recreation Division announced today.

Ecola State Park near Cannon Beach and day-use areas at Fort Stevens State Park at Warrenton will be affected by the policy. A $1-per-vehicle fee will be charged people entering Ecola Park and the Coffenbury Lake and historical areas at Fort Stevens. Fort Stevens' beaches will remain open to the public at no charge.

The entry fee will be charged at least until Labor Day and possibly through Oct. 23, said David Talbot, state parks administrator.

The fee is expected to generate $75,000 in additional revenue for the Parks and Recreation Division, and to discourage over-use of some parks, officials said.

In addition to Ecola and Fort Stevens, parks that will begin charging the weekend and holiday use fee are Agate Beach, Benson, Bullards Beach, Hendrick's Bridge, Honeyman, Mary S. Young, Stewart, The Cove Palisades, Tugman, Tumalo and Wallowa Lake.

Parks in the second summer of such fees are Rooster Rock, Silver Falls, Champoeg, Tou Velle, Armitage, Dabney, Detroit Lake, Shore Acres and Milo McIver.

Officials pointed out that the fees will only be charged on weekends and holidays. It will still be possible to visit the parks free during the rest of the week.

Businesses see their ship coming in

7-13-82

By CHRIS GENNA
Of The Daily Astorian

Business leaders are pulling out all the stops to welcome hundreds of cruise ship passengers to Astoria Thursday.

Even though Sitmar Cruises already has decided to include Astoria in its 1983 schedules, in part because of the welcome passengers got here June 17, there's room for improvement, local officials say. Astoria Area Chamber of Commerce manager Jim Durham said there were some rough edges when the Fairsea visited the North Coast last month, mainly because it was the first cruise ship to dock at the Port of Astoria in many years.

Plans are being more carefully orchestrated for Thursday's visit, Durham said.

Sitmar operates cruises from California to Alaska and back, carrying 800-900 passengers per trip. The ships call at various West Coast ports, and Astoria is their last stop before returning home.

In addition to Thursday's visit, Sitmar ships will stop in Astoria July 29, Aug. 12 and 26, and Sept. 9.

When the Fairsea docks Thursday, Durham said, the Clatsop Community College band will be playing on the dock. And, he added, the chamber would like to see a large turnout of Astorians for the 7:45 a.m. arrival.

Boy Scouts plan to put out flags of Scandinavian nations Thursday to "add a little more color" to the downtown area.

The Sidewalk Sale which had been planned by Astoria downtown merchants for Friday and Saturday has been expanded to include Thursday, the day Sitmar passengers will be in town.

In a repeat of their performance during the June Fairsea visit, an Astoria Scandinavian dance group will go aboard the cruise vessel to entertain those passengers who remain on the ship. The Local Yokels, a guitar, accordian and fiddle musical group, also will play on board.

As with the June 17 visit, Fairsea passengers will have three options for shoreside excursions: Gray Line bus tours will offer a trip to Mount St. Helens; a tour of Astoria, Fort Clatsop National Memorial and the Seaside area; and shuttle trips to downtown Astoria.

And this time there will be better coordination of those bus trips, Durham said. On June 17, there was no one aboard the buses except the driver to answer cruise passengers' questions.

This trip, Durham said, Clatsop County residents will be on each bus to act as tour guides and answer questions.

Other problems aren't so easy to deal with. In June, for example, at least one busload of Sitmar passengers got to Seaside so early in the morning that few shops were open, and there was little for the visitors to do.

"We're trying to encourage shop owners to open a little early Thursday," Durham said. "It's a little difficult to time everything just right when they (cruise line passengers) are only going to be in town one day."

Durham acknowledged having heard reports that Astoria scored poorly with Sitmar passengers in a post-cruise questionnaire circulated by the cruise line.

But Marian Gerlich, manager of public relations for Sitmar, told The Daily Astorian today her records contradict that rumor, "Actually, Astoria scored in about the middle" among ports which passengers rated, she said.

She said that, based in part on the reception the liner got in Astoria in June, officials of the Los Angeles-based company have decided to include Astoria in five of seven cruises the firm has scheduled to Alaska next year.

Sitmar officials were impressed by the hospitality and cooperation they received from Astorians on the June 17 visit, she said

"Astoria is up against some stiff competition from ports like Vancouver, (British Columbia), but that's a big city. And what Astoria offers is something entirely different," Ms. Gerlich said.

6-28-82



The Daily Astorian—BILL WAGNER

Astoria police officer Ron Cotter displays an informational packet and complimentary parking pass that city police will begin distributing to visitors Thursday. The police patrol cars now are equipped with bumper stickers, background, that note officers' willingness to provide visitor information.

Astoria police will be information ambassadors

By LESLEY FORNAS
Of The Daily Astorian

Visitors to Astoria soon will get a chance to turn the tables and stop the police.

Brightly colored bumper stickers declaring "STOP ME . . . I have visitor information" are being pasted onto Astoria Police Department patrol cars in a joint effort by police and the Astoria Area Chamber of Commerce to welcome tourists.

Beginning Thursday, Astoria police will extend the city's welcome mat with informational packets that will be distributed to visitors. The packets are designed to entice tourists to stay in the area.

Each of the visitor packets includes a welcoming message from Astoria Mayor Bob Chopping, who encourages guests to visit the city's historic points of interest and to enjoy its scenery.

An Astoria city map that denotes special points of interest, pamphlets about Fort Clatsop National Memorial and the Clatsop County Historical Museum and a tabloid listing things to see and do in the area are part of the packet.

The visitors' packet also includes an Astoria Area Chamber of Commerce pamphlet describing the city and its major events, an Oregon Department of Transportation Travel Information Section list of Oregon events, information about Josephson's Smokehouse and Dock seafoods products, a list of several city eateries and motels and a KAST radio-produced booklet about several cities in Clatsop County and points of interest.

Special informational packets have been prepared for visitors accompanied by children. Packets for families with youngsters include a police and fire safety coloring book and crayons, a balloon, a sand dollar, a piece of Mount St. Helens pumice and an honorary police badge.

And to top it all off, city police officers now are "armed" with complimentary parking passes for visitors. The passes allow guests to park free all day downtown. Only police will have the special packets to distribute to visitors.

The plan appeals to both Astoria Police Chief Bob Johnson and Jim Durham, chamber manager.

"I see it as enhancing the officers' image and making Astoria a friendlier place to visit," Johnson said.

"If they miss our office it (the packet) just may make someone decide to stay in Astoria one more day, or even in the area," Durham said.

Cleanup project to start

7/15/82

Two five-person cleanup crews will go to work beautifying the commercial areas of Astoria Monday, thanks to the Astoria Area Chamber of Commerce and the Astoria Comprehensive Employment and Training Act office.

The 16- through 21-year-old workers will work through Aug. 20 under summer CETA youth funds. The cleanup project is one of seven the Clatsop County CETA office will administer this summer for disadvantaged youth.

The crews will carry out weeding, sweeping, and debris cleanup between the 3200 block of Leif Erikson Drive and the Youngs Bay Bridge Project director is Glenn Scofield, the former Lewis and Clark School District superintendent-principal who recently joined the CETA administrative staff.

Federal CETA funds pay the cleanup workers' wages, but the chamber is asking businesses to donate equipment or money to buy equipment. The crews need small tools, flat-nosed shovels, hoes, stiff brooms, garbage cans, gloves, paintbrushes and exterior white paint, brush cutters and clippers. Donations may be made at the chamber offices at the Port of Astoria or mailed to P.O. Box 176, Astoria.

Astoria city government's sweeper cleans Marine Drive and the downtown area Monday, Wednesday and Friday mornings between 2 and 7 a.m

Astoria project 1 of 7

7/14/82

The downtown Astoria summer cleanup project which got under way this week is just one of seven such projects for unemployed youths in Clatsop County.

The projects, selected from a group of proposals submitted by local community organizations, are paid for by federal Comprehensive Employment and Training Act funds through the program's Astoria office. They are intended for 16- through 21-year-olds with little or no previous work experience, to help them develop good work habits and attitudes. Former Lewis and Clark School District Superintendent-Principal Glenn Scofield is the summer youth employment project coordinator.

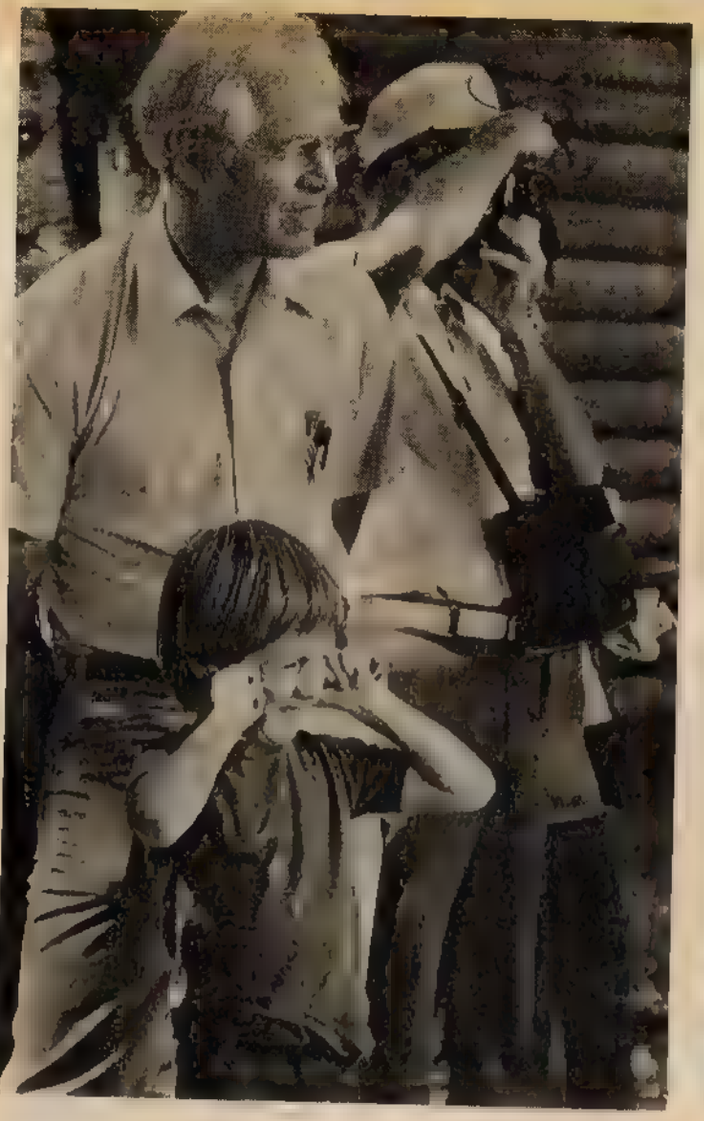
The other six projects are improvement and maintenance of Clatsop County parks, relocation and extension of trails at Saddle Mountain State Park, repairs and maintenance at the Fort Stevens historical area, improvements and maintenance at a Boy Scout camp at Cullaby Lake, cleanup at Seaside beaches and parks and maintenance and repairs at Camp Kiwanilong. Scofield is working with supervisors of each of the projects; up to 10 youths are working on each through Aug. 19. Work began Tuesday after an orientation session Monday.

Astoria CETA office manager Joyce Wilfley says she hopes the money youths receive for their work "will help them return to school, get their general educational development diplomas or secure more vocational training."

Openings are still available for youths who want to enroll in the program. They may apply at the RCA Service Co. CETA office, 1428 Commercial St., Astoria, weekdays between 8:30 and 5:15. Minors must bring a parent or guardian to apply.

Tourism Subcommittee Meets — The Tourism Subcommittee of the Clatsop County Economic Development Committee will have a brown-bag business meeting at noon Friday in the Port of Astoria Commission meeting room, Pier 1. members will discuss reprinting a brochure promoting the area, and operating a booth at the Oregon State Fair.

7/21/82





The Daily Astorian—BILL WAGNER

History visits booming

Six-year-old Malachi Morden got a big bang out of his visit to Fort Clatsop National Memorial when he and his grandfather, Don Morden of Astoria, watched Dirk Beaulieu fire his flintlock rifle Monday afternoon. Beaulieu's rifle is a replica of the ones Lewis and Clark used during their cross-country expedition which spent the winter of 1805-1806 at Fort Clatsop.

The Mordens aren't the only ones who've found the national memorial an interesting place to visit. Superintendent Bob Scott said the 18,473 people who have visited the fort this month set a June attendance record. The previous record was 17,373 set in June 1970.

It's all relative, Scott said. Park employees now speak of a 650-visitor day as "slow"; a few years ago, that would have been considered a pretty busy day.

LOCAL NEWS IN BRIEF

Coxcomb Hill Road closures scheduled

Coxcomb Hill Road will be closed 5 a.m. to noon Tuesday, Wednesday and Thursday for road construction and relocation of utility lines.

The Astoria city government and state Highway Division project will widen the road to 24 feet from Madison Street to the Astoria Column. The work is being paid for primarily with federal and state funds.

The road also will be closed 5 a.m. to noon weekdays from Aug. 2 until the project is completed. That is expected to take about three months.

7/27/82

Fairsea visits Thursday

The Sitmar Cruises ship Fairsea will make its third daylong stop in Astoria Thursday.

The ship's passengers, about 900 of them, will have most of the day to spend in Clatsop County between the scheduled 7:45 a.m. docking and 4:30 p.m. departure.

Passengers this trip will be able to hobnob with members of the Oregon Corinthian Sailing Association of Portland, in town this week for the 15th annual Six-Pac sailing yacht races. Although no races are scheduled for Thursday, association members' boats will fill the Port of Astoria West Mooring Basin.

The Fairsea will make three more visits to Astoria this summer after Thursday's stop—Aug. 12, Aug. 29 and Sept. 9.

State port official to succeed Shannon

7-22-82

Steve Felkins will replace Roger Shannon as the Port of Astoria's deputy director for operations, Executive Director Floyd Shelton said Tuesday.

Felkins, who will move to Astoria from the Oregon Department of Economic Development's ports division, will begin work Monday.

Shannon announced last week he would resign July 31 to pursue other business interests.

Shelton said the four- or five-day overlap between Felkins' arrival and Shannon's departure will allow Felkins to get a "thorough familiarization" with port operations.

Felkins for the past year has been director of the ports division, a job he took over after Shelton resigned it to take the top management job at the Port of Astoria.

Before that, Felkins was manager of the Port of Coos Bay for seven years.

Felkins will be paid $39,500 per year, the same salary as the port's other two deputy directors. Shannon was paid $33,900.

Shelton, in introducing Felkins to port commissioners at their regular monthly meeting Tuesday, said Felkins also had been Oregon coast manager for Brady-Hamilton Stevedore Co. and was general manager of Dolphin Terminals, a commercial shipping terminal in Coos Bay.

Felkins, 52, is a Portland native who received a bachelor's degree in geography and geology from the University of Oregon. He served in the U.S. Navy for four years and holds a private pilot's license.

"Steve has a broad background in Oregon's maritime industry," Shelton said, adding that Felkins would be an "asset" to the port.

7/27/82



The Daily Astorian—BILL WAGNER

Shake and bake

Mel Stowell, right, and Charlie Alexander, both of Portland, shake a leg Monday at a public dance and chicken barbecue for sailors in the Six-Pac sailboat races.

The event, sponsored by the Astoria Regatta Association, was designed to bring Oregon Corinthian Sailing Association members participating in the weeklong racing series together with North Coast residents.

The barbecue and dance were held in tents set up in a parking lot near the Thunderbird Seafare restaurant. The Brian Underhill band provided country and rock music.

Sailors were to race today in the first Astoria Cup race, beginning at 11 a.m. The 21 nautical mile course began at Buoy 33 and had a six-hour time limit. The second Astoria Cup race will be held at the same time Wednesday over a slightly different course.

The Astoria Yacht Club will award its Astoria Cup perpetual trophy in a 6:30 p.m. ceremony Wednesday to the boat with the best cumulative score for both races.

7/29/82

Compared with last year

Coastal tourist count off 5 percent

Tourism counts at coastal visitor attractions were down 5 percent in the second quarter compared with the same quarter last year, according to the Oregon Department of Transportation.

The agency, in its quarterly "Travel Barometer Report," said visitor counts at major tourist stops in the Portland area and the Willamette Valley were up sharply in the same period. Counts in Eastern Oregon, Central Oregon and Southwest Oregon were down, the report said.

The barometer surveys 31 public and private business attractions at key travel points throughout the state to measure visitor volume and trends in travel destinations.

Overall, second quarter visitor tallies were even with second quarter 1981 figures, which were up 16 percent from the second quarter of 1980, the report said.

Visitor counts at Portland and Columbia River Gorge facilities were up 16 percent and at Willamette Valley facilities 7 percent.

State tourist officials said they were encouraged by improved June counts as the busy summer travel season began. The combined statewide barometer figure for June was up 1 percent over the June 1981 count. At coastal attractions, June counts were up 2 percent, the report noted.

Attendance at publicly owned tourist attractions was up 3 percent, but was down 5 percent at privately operated facilities. Visitor counts at chamber of commerce, convention, and visitor information centers were up 4 percent, the report said.

Following is a sample of second-quarter count comparisons at several representative public attractions in the survey: Bonneville Dam, up 20 percent; Cape Perpetua Visitor Center, down 6 percent; Crater Lake National Park, down 30 percent; Fort Clatsop National Memorial, up 27 percent; Lava Lands Visitor Center, down 15 percent; John Day Fossil Beds National Monument, down 4 percent; Oregon Caves National Monument, down 18 percent; Washington Park Zoo, up 13 percent.

For the first six months of 1982, visitor counts statewide were down 6 percent compared with the same period in 1981, the report said. The barometer attributed that to the effects of the state's economic recession.

In the first six months, counts were off 10 percent on the coast, 27 percent in Southwest Oregon, 14 percent in Central Oregon and 7 percent in Eastern Oregon.

Offsetting those declines were gains of 4 percent at Portland and Columbia River Gorge attractions and 3 percent at Willamette Valley attractions, the report said.

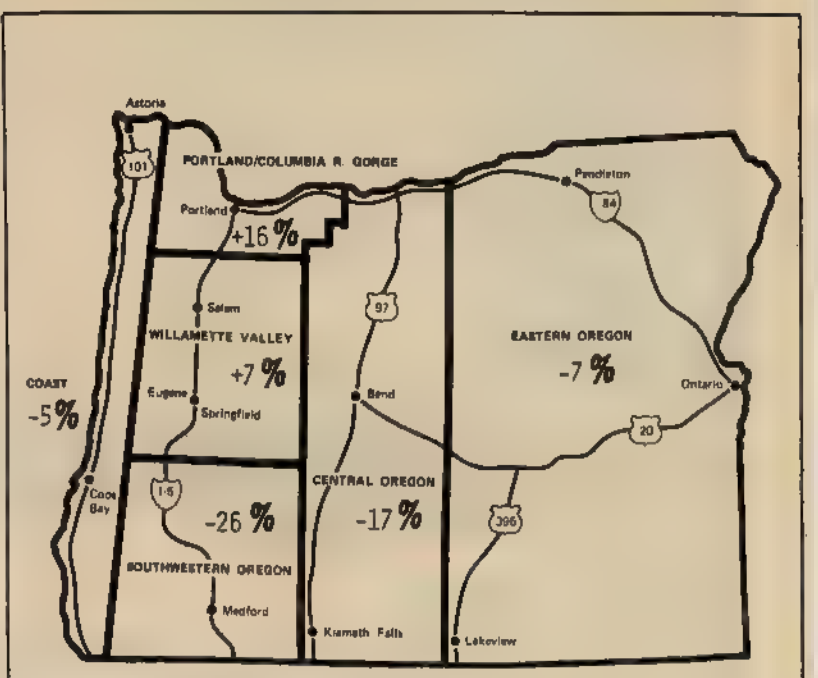
June counts at the six state border information centers generally reflected barometer trends. The count at the Astoria Area Chamber of Commerce-operated travel information center was down about 12 percent, totaling 4,505.

Other centers' counts were: Brookings, 5,368, up 4 percent; Klamath, 4,535, up 2 percent; Ontario, 9,503, down 11 percent; Portland, 7,452, up 16 percent; Siskiyou, 12,499, down 4 percent.

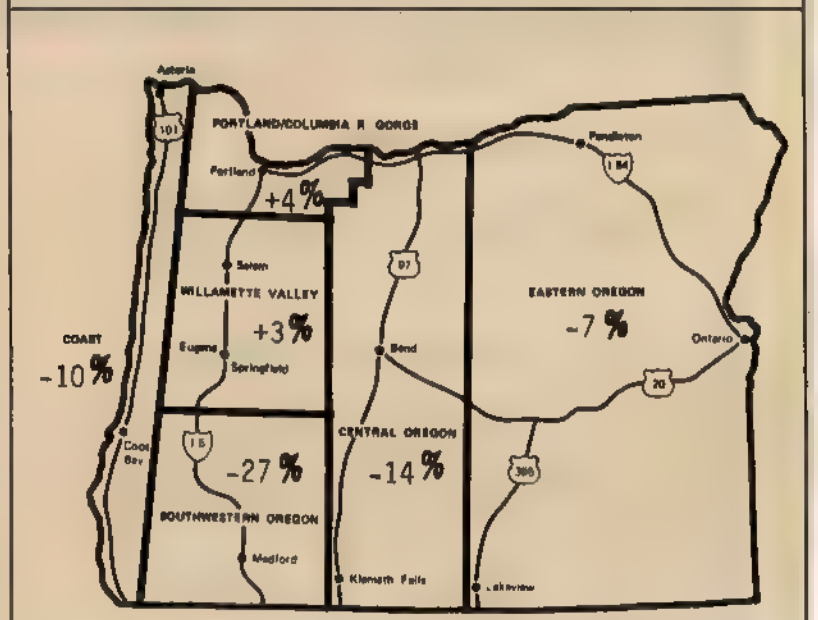
In another indirect measure of tourism, average daily traffic counts from Oregon Highway Division permanent recorders at four border locations showed drops from 1981 totals in the first five months of this year. Traffic count averages were off 1 percent at the Astoria Bridge, 7 percent on U.S. 97 near the Oregon-California state line, 8 percent on U.S. 101 near the Oregon-California state line, and 4 percent on Interstate 84 near the Oregon-Idaho state line, the agency reported.

From May 17 through July 4, nonresident use of 10 popular state park campgrounds monitored by the state Parks and Recreation Division dropped 3 percent compared with the same period in 1981.

Fort Stevens State Park recorded a drop of 10 percent for the period.



Second quarter, 1982 vs. 1981



First half, 1982 vs. 1981

Senate hearing on grants to be held in Astoria

7-5-82

Sen. Bob Packwood, R-Ore., will hold a Senate Commerce Committee hearing in Astoria Sept. 1 on a bill that would provide block grant money to coastal states, including Oregon.

Packwood, chairman of the Senate Commerce, Science and Transportation Committee, will hold a hearing on the proposal in Washington, D.C., Aug. 10. A second field hearing will be in Coos Bay, also on Sept. 1.

The bill, introduced by Sen. Ted Stevens, R-Alaska, would use a percentage of the revenue from outer continental shelf drilling leases and oil production to provide block grants of at least $4 million per state each year.

That money, which would come from a total fund of about $500 million the first year, would go to states for fisheries management and research, mitigation of the adverse effects of energy development, coastal area planning and development, and Sea Grant programs for ocean and coastal research.

Unemployment rates would be a factor in the grant distribution formula. That provision was suggested by Oregon Gov. Vic Atiyeh, Packwood said.

Atiyeh has been critical of Secretary of the Interior James Watt's recent announcement of a plan to lease vast tracts of the West Coast outer continental shelf. The governor will attend the Oregon hearings with Packwood.



The Daily Astorian—BILL WAGNER

Column road project under way

8/4/82

The Coxcomb Hill Road improvement project caused motorists headed for the Astoria Column to make their way carefully Tuesday afternoon.

Until the project is completed, the road may be closed weekdays from 5 a.m. to noon at the contractor's discretion. But it will be open, with minimal interruptions, afternoons, weekends and holidays, according to Chet Anderson, state Highway Division project manager.

The $120,000 contract includes widening 2,500 feet of road from 16 to 24 feet, paving the new section, and installing 1,600 feet of guardrail, Anderson said. He expects the contractor, Bayview Transit Mix Inc. of Astoria, to complete its work by Sept. 1.

Federal funds are paying for 82 percent of the project; the city and state governments are splitting the rest of the cost.

- LOCAL NEWS IN BRIEF

8/11/82

Cruise ship back for another visit

The Sitmar Cruises ship Fairsea will tie up in Astoria Thursday on the fourth of six visits to the North Coast this summer.

The ship, which carries about 900 passengers, will dock at the Port of Astoria about 7:30 a.m. and leave about 4:40 p.m. Between those hours, passengers will be bused to historical sites, scenic attractions and shopping areas.

The Fairsea made its maiden call at the Port of Astoria June 17, and made stops July 15 and July 29. The ship will visit again Aug. 26 and Sept. 9.

Park elected chamber chief in Warrenton

8-3-82

WARRENTON — Lawyer Bill Park is the 1982-83 president of the Warrenton Chamber of Commerce.

Park, formerly Clatsop County district attorney, was elected recently to replace Hugh Mason of Bioproducts. Muriel Dunn of Pop's Restaurant, a former chamber president, is 1982-83 vice president.

Two new directors also were elected: Roger Williams of the Warrenton branch of U.S. National Bank of Oregon and John Kalander of West Coast Propeller Service. Elmer Salmi of the Warrenton Boat Yard and Donna Gagnon of Trail's End Realty also are board members.

The chamber has about 25-30 active members, not including associate members, Park says. Chamber members meet regularly for lunch at Pop's.

8/11/82

Harpoons decorate new lot

The latest improvements at the Columbia River Maritime Museum have been outside, in the new building's parking lot.

The newly paved lot is lined with whale harpoons connected by chain.

The harpoons were donated to the museum several years ago by Bioproducts Inc., of Warrenton, said museum Director Michael Naab. Bioproducts once engaged in the whaling industry.

Naab said the harpoon heads had been in storage, awaiting a use like this, until the museum moved to its new building at the foot of 17th Street in May.

The chain was donated by Knappton Corp., a Columbia River tug company with offices in Astoria.

Labor for paving the lot was donated by Astoria Paving Co., striping the parking spaces was done by Astoria city government's public works department, and Burlington Northern railroad granted an easement for a visitor walkway across its tracks, Naab said.

Max Chance, museum exhibit designer, said the improvements have roughly doubled the capacity of the parking lot.

That's important because of the number of people visiting the new museum.

Naab said total attendance, both by museum members and those paying the admission fee, exceeds 40,000 in the first 90 days the $1.6 million building has been open — more than 440 each day, on the average. On many days, 850 people have seen the Astoria museum's collection, and during the three-day Memorial Day weekend, 2,300 visited. In its old location, at 16th and Exchange streets Naab said, 200 visitors "was a big day."

The Daily Astorian –CHRIS GENNA



Wayne Green, an employee of Bumble Bee Shipyards in Astoria, welded whale harpoon heads to the parking lot fence

8/19/82

Clatsop County to be in fair

For the first time, Clatsop County will have a booth at the Oregon State Fair in Salem.

The theme for the county's booth will be "The River and the Sea," said booth chairwoman Jane Warner of the Clatsop Economic Development Committee. The committee and the chambers of commerce of Astoria, Seaside and Warrenton are sponsoring the booth.

Displays will include an intertidal animal slide demonstration, prepared by Neal Maine, Seaside High School marine science teacher; information about the life cycle of salmon, prepared by the Oregon Department of Fish and Wildlife; information about pink shrimp and clams, prepared by the Otter Trawl Commission; and travel information provided by the three chambers of commerce.

The booth will be open 10 a.m. to 10 p.m. daily during the fair, which opens Aug. 27 and continues through Sept. 6. Volunteers are needed to staff the booth, Ms. Warner said. Anyone interested should call the Astoria Area Chamber of Commerce, 325-6311, or the Seaside Chamber of Commerce, 738-6391, she said.

Old city hall will be a museum again

9/2/82

By JAMES HOLMAN
Of The Daily Astorian

The Clatsop County Historical Museum could be in a new home by early spring, Director Gloria Richards said today.

The museum's nine-member board of directors voted Wednesday to lease the old Astoria City Hall building at 16th and Exchange streets for three years. The building, which most recently housed the Columbia River Maritime Museum before that museum moved into new quarters, will be used to display many of the historical artifacts and exhibits now in the Flavel house Museum at 441 Eighth St., Ms. Richards said.

The old city hall also would house the Clatsop County Historical Society's administrative and research offices, now crowded into what was the kitchen of the Flavel house. The Flavel house itself eventually will be furnished "as a single exhibit of Victorian life in Astoria," Ms. Richards said.

THE SOCIETY HAS some money to buy furnishings for rooms in the mansion, which was once the home of Columbia River bar pilot George Flavel. and will be seeking additional funds to carry out the Flavel house renovation, she said.

The lease is for three years, with annual renewal options, Ms. Richards said. The historical society has the first right of refusal should someone else seek to buy the 78-year-old building, which is owned by Astoria businessmen Darrel Davis, George Brugh, Chuck Taggart and Rod Gramson.

The society will pay just $1 a year for rent, but will pay for utilities, maintenance, insurance and other expenses except "capital improvements," Ms. Richards said. The owners will gain some tax advantages, she said.

"This is a really generous arrangement on their part. It gives us an opportunity to go into the building and see if it works and see if we get the public support (to justify purchasing it)."

THE SOCIETY'S GOAL is to raise money to buy the building if it proves to be a workable site for the museum, she said. That would require a significant fund-raising effort, she said.

The museum's directors have been seeking new quarters for more than 1½ years. They have been interested in the old city hall since the state government decided to sell it and the old National Guard armory adjacent to it. But until the four owners, who bought the buildings at auction in August 1981, offered the no-rent lease, the society couldn't af-

See Museum, Page 3



The old Astoria City Hall at 16th and Exchange streets was built in 1904-05.

9-2-82

Museum—

Continued from Page 1

ford to commit itself to buying the historic building, Ms. Richards said.

The first artifacts to be moved into the building will be those in the basement of the Flavel house. The deteriorating foundation of the nearly 100 year-old mansion is to be repaired this month, necessitating moving the exhibits from the basement.

"The timing is perfect," Ms. Richards said. The society's offices also will be moved to the city hall building as soon as possible, she said.

MUSEUM DISPLAYS MIGHT be set up and ready to open by early spring, she said, but the board's main emphasis in the coming months will be on fund-raising.

The society has about 400 members. Even though membership has doubled in the two years since she became director, an effort will be made to recruit many more members, she said.

The old city hall is an official historic site, the first so designated under the city government's historic district ordinance. It was built in 1904-05 and was used by the city government until 1939. It was used by the USO and the YMCA from 1942 to about 1947. The building housed the maritime museum from its founding in 1963 until it moved to its new quarters at the foot of 17th Street this spring.

9-8-82

Nygaard leases Tongue Point sorting yard

Gov. Vic Atiyeh announced last Wednesday the Martin Nygaard Lumber Co. of Astoria leased 35 acres at Tongue Point for a log sorting and processing yard.

Atiyeh said the announcement of the lease was a small piece of good news toward economic recovery. He said the new yard would provide 120 "primary and secondary jobs."

The lease is for two years on a month-to-month basis. Nygaard will pay $3,000 a month

The state of Oregon owns 148 acres at Tongue Point. The facility was purchased from the U.S. General Services Administration in 1980 with $2.7 million from the state Common School Fund.

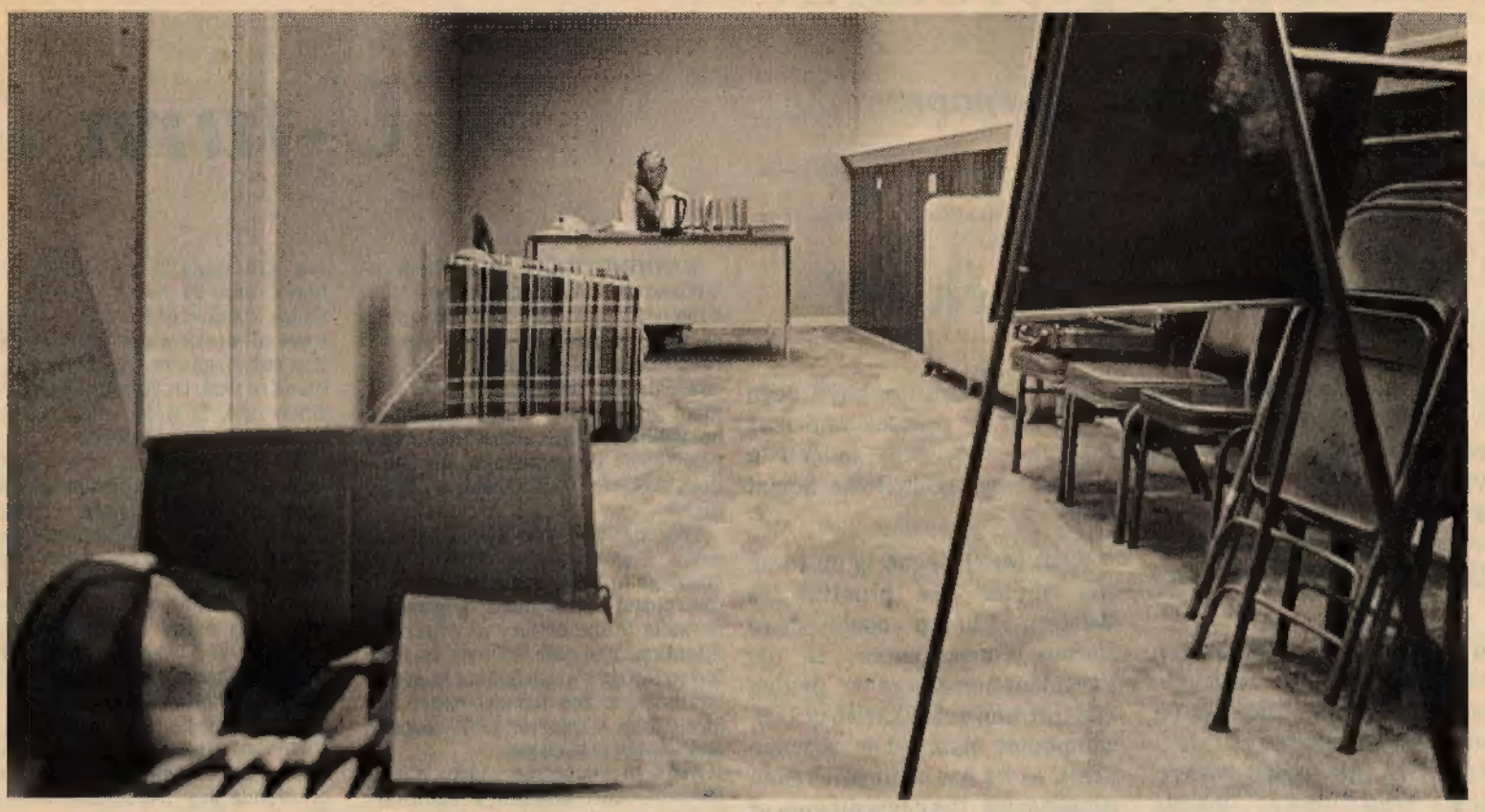
The state has been negotiating with several firms to find a long-term user for the property, but has been unable to recover the original investment in the land.

Atiyeh said Wednesday the state still has long-range plans for Tongue Point and "we do have prospects."

Nygaard is a major stockholder in Dant and Russell, Inc.

Dant and Russell had a lease with the state to store logs at Tongue Point which expired recently. Nygaard has essentially assumed that lease, according to company officials.

9-2-82



The Daily Astorian—BILL WAGNER

Any room in the port

Gov. Vic Atiyeh retreated to an unused room at the Port of Astoria offices Wednesday, after participating in a hearing sponsored by Sen. Bob Packwood, R-Ore. Alone amid folding chairs and other stored items, the governor telephoned aides in Salem to be brought up to date on a hearing being conducted by the Legislature's Joint Interim Committee on Revenue. The committee was considering Atiyeh's plan to take $81 million from the State Accident Insurance Fund Corp. to balance the state budget. The full Legislature will consider the plan Friday.

Fairsea's last visit Thursday

9-9-82

By CHRIS GENNA
Of The Daily Astorian

Sitmar Cruises' Fairsea will make its sixth and final visit of 1982 Thursday, but the Los Angeles-based cruise line already has planned five stops in Astoria next year.

When the 800-passenger cruise ship called in Astoria June 17, it was the first time a passenger vessel had stopped here in years.

Clatsop County residents may have been new to the business of greeting ship passengers, but they picked it up quickly, according to Astoria Chamber of Commerce manager Jim Durham.

Although passengers on the Fairsea's initial cruise rated Astoria eighth among the nine Northwest ports the ship visited, the North Coast rapidly rose to become passengers' second-favorite stop. Durham said that was because of the increasingly warm welcomes the Fairsea received in Astoria.

Passengers on the first visit returned from bus tours with many unanswered questions, he noted. But Astoria-area residents volunteered to be four guides on subsequent trips, he said, increasing passengers' enjoyment.

Official welcomes escalated from handfuls of curious Astorians to bands, Astoria Regatta royalty, even Miss Oregon Laura Ann Matthys on later stops.

Local musicians, after the June 17 stop, played on board the Fairsea, and the Scandia Dancers will perform for the final Fairsea visit as they have every other since July 15.

The Fairsea will get a special send-off when it leaves Thursday, Durham added.

Astoria's success in hosting the Sitmar ship has prompted some to think of other cruise lines, Durham said. Michael Foster, owner of Michael's Antiques, has suggested the Astoria Area Chamber of Commerce contact Royal Viking Lines to see if that company would be interested in calling at Astoria, Durham said.

Bobbie McCallister, owner of The Galleon of Astoria, said the five visits by the Fairsea so far have had a "definite" effect on her business.

"You might not notice it at the cash register," the gift shop proprietor said, "but it certainly was obvious in the flow through your store."

Mrs. McCallister said she found it interesting that each cruise group had a different character. "Some had more spenders than others."

Durham said the difference may simply reflect different shopping tastes. He said some chamber members who reported little extra business after one visit reported a big increase with the next.

A spokeswoman at Sitmar headquarters in Los Angeles said the Fairsea will visit June 16, July 28, Aug. 11, Aug. 25, and Sept. 8 next year.

As this year, Astoria will be the last stop after such ports as Vancouver and Victoria, B.C., and Juneau, Ketchikan and Sitka, Alaska.

9-14-82



Official logo picked

A design by Jack Davies of Astoria will be the official logo of the Astoria Area Chamber of Commerce.

Davies, a farmer, won the $100 offered as first prize in the Committee to Promote Astoria's logo contest. The committee is a subcommittee of the chamber. The logo will be used for both chamber and committee publications and events, said chamber Manager Jim Durham.

Davies says the design "shows Astoria's vital placement at the Columbia empire's gateway. The Astoria Column, Saddle Mountain, the Astoria Bridge, Astoria's historic houses, Clatsop forests, the Columbia River and the Pacific Ocean are all symbolized in the simple pattern. The western sky is at sunset—the Sunset Empire. The Imperial Roman capital letters subtly confirm the classical grandeur of the Astoria location. The broad letter spacing enhances a feeling for the openness and opportunity of the area. The evenly spaced 'O' letters repeat and unify the circular layout. Stars represent other states served by Astoria."

The Committee to Promote Astoria receives part of the Astoria city government's tax on motel and hotel rooms and uses the money to promote tourism.

LOCAL NEWS IN BRIEF 9-14-82

PP&L official to speak at forum



David Bolender

David F. Bolender, president of electric operations for Pacific Power & Light Co., will be featured speaker at the Astoria Area Chamber of Commerce forum luncheon Thursday.

Bolender will review the changes that have occurred in the electric industry in recent years. The noon forum will be held in the Astoria Thunderbird Seafare restaurant Chinook Room. (Call 325-6311 for reservations.)

Bolender has worked for PP&L since 1975, after working 12 years for Westinghouse Electric Corp. and six years for General Electric. He was elected a vice president of PP&L in 1976, became senior vice president in 1980, was elected executive vice president in 1981, and was elected president of electric operations in June.

He is a 1954 engineering graduate of the Colorado School of Mines.

9-10-82

CETA project ends

The CETA-sponsored Summer Youth Employment Program ended last week, but Clatsop County residents will continue to benefit from the work the seven crews did.

While one group of 16- to 21-year-old workers restored and cleaned up the Fort Clatsop Boy Scout District's Camp Cullaby, another built picnic tables and cleaned up county parks, said Joyce Wilfley, Astoria office manager for the RCA Service Co. The company handled the CETA — Comprehensive Employment and Training Act — contract in Clatsop County.

Other crews cleaned and weeded 25 miles of curbing in Astoria, picked up litter along beaches and in parks in Seaside, and repaired winter storm damage to the trail in Saddle Mountain State Park, she said. In Fort Stevens State Park, crew members cleared brush from around foundations in the historical interpretive area. Other workers helped the Oregon Department of Forestry thin trees, clean up trash and build fire trails.

The program was "very successful," said Clatsop County Commissioner Bob Westerberg. Westerberg said he was pleased with community cooperation, including contributions of materials used in several of the projects.

Because several of the crews finished their tasks before their work period ended, the agencies they worked for had to look around for more projects for them to do. "A lot of people were surprised the CETA kids worked that well and that hard. But they surprised everybody," said Jim Durham, Astoria Chamber of Commerce manager.

Seventy-one youngsters participated in the federally funded program, designed to develop work skills and habits.

9-14-82

Astoria runner places

Astorian John Goodenberger, an upperclassman at University of Oregon, ran a personal best Sunday in the Eugene Nike-Oregon Track Club marathon.

Goodenberger, a long distance runner as an Astoria High student, toured the 26.2 mile course in two hours, 23 minutes and 31 seconds. This compared favorably to the winning time of Rodolfo Gomez, 2.11.35.

The ex-Fisherman spent the summer manning the Chamber of Commerce booth at the Astoria Column where he met scores of interesting people from throughout the U.S. and foreign countries.

Goodenberger is a member of the Oregon Track Club and his trainer is Astoria High cross country-track coach Carl Dominey.

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Border information centers in Portland at Ontario and in the Siskiyous south of Ashland had been scheduled to remain open through October anyway.

August visitor counts at the six centers showed almost no change compared with last year's figures, the agency said. The centers helped 63,457 visitors in August, down only slightly from the 63,784 served in August 1981.

Astoria, Ontario and Portland visitor counts were off 1 percent from 1981 levels, but the count at Brookings was up 5 percent and at Siskiyou 2 percent, the agency said. The Klamath center reported its count was off 9 percent, but tourism officials said that was because of road construction delays.

Compared with the August 1980 count, the August 1982 total was up 13 percent, the agency noted.

For June, July and August, the total for the six centers was off less than 1 percent from summer 1981 levels, but was up 18 percent from summer 1980, the agency reported. Brookings reported a 9 percent increase, Portland a 3 percent increase and Siskiyou a 1 percent increase.

Astoria counts dropped 5 percent, Klamath 7 percent and Ontario 6 percent.

The Astoria center served 25,213 visitors during the three-month period, down from 26,634 in the same period last year, but up about 8 percent from 1980.

ade drops Astoria air service

9-8-82

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said, after Cascade has made its last flight here, the minimum level of "essential air service" in Astoria "will be defined as zero"—that is, Clatsop County no longer will be entitled to CAB-subsidized air service.

The Astoria-Seaside area was eligible for an essential air service subsidy under terms of the Airline Deregulation Act. That law provided that communities which lost air service because of deregulation might get a subsidy to maintain a specified minimum level of air service.

Cascade began serving Astoria under the essential air service program July 20, 1980, with two round trips per weekday and two per weekend between Portland and Astoria.

Last March the airline was permitted to cut that service to one round trip per weekday.

Passenger use of the service never was anything better than dismal, according to Mark Nilson, Cascade's director of marketing and services. He said flights recently have brought in or taken out an average of one to 1½ passengers per flight.

Cascade's latest subsidy to provide the service amounted to $162,020 annually, Nilson said. (No other airline provides regularly scheduled service to the North Coast.)

AN, Astoria, Oregon, Friday, September 17, 1982

RTH COAST

C to survey members on fairgrounds relocation

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County commissioners refused that offer, saying it was considerably below an appraised value given them last March.

Members of the county fair board said Thursday they doubt the fair could be relocated for that amount. They fear that if the property is sold, the fair would be discontinued. "No one on the fair board is opposed to moving the fair," board member John Johnson said, "but we're not willing to trade down to a facility that's inferior to what we have."

Mary Koskela, who also is a member of the board, showed drawings architects prepared in 1975 for development of a 20-acre fairgrounds, race track and convention center. She could provide no estimate of the cost of such a facility.

Architects have estimated the cost of constructing new buildings just 15 percent bigger than the present fair buildings at $1.4 million, she said.

Astoria businessman George Brugh called the architect's rendering "a damn nice dream. . .but I don't think it's very realistic." Brugh, owner of Bee-Line Roofing Co. and A-1 Readi-Mix Concrete, said the fairgrounds can't be expanded at its 8-acre present site, so it's unfair to include the expense of more than doubling the size of the fairgrounds in the cost of relocating to similar facilities.

Brugh, who headed a committee to study the feasibility of moving the fair, also questioned fair board members' cost estimates for constructing new buildings. "I think $15-$17 per square foot for an exhibit hall is way out of line."

Brugh said an exhibit hall could be built for about $15 per square foot, and animal shelters for much less. He noted the Town of Hammond recently received a number of cheaper bids to build a new fire hall.

The question of moving the fairgrounds began to be argued in earnest after Safeway offered to buy the site to build a "superstore." Safeway officials have said the site also might be used by one other large retail outlet and a third tenant, such as a bank.

Astoria city government officials would like to see Safeway move to the fairgrounds because it would put the presently tax exempt fairgrounds on the property tax rolls. It would make the present Safeway site, between 11th and 12th streets and Duane and Exchange streets, available for downtown public parking.

And development of the fairgrounds might encourage other commercial development inside the city's urban renewal district, a "blighted area" of about 20 blocks running from the Marine Drive-Exchange Street intersection west to 14th Street.

But some who attended the CEDC meeting Thursday said the property tax gains would be illusory. Palmer Henningsen, an Olney-area resident who is active in fair programs, said he feared that moving Safeway out of downtown Astoria would only contribute to the failure of more businesses on Commercial Street, resulting in more vacant stores and reduced property tax income.

Most CEDC members, however, seemed to be sympathetic to those who favor developing the fairgrounds site. Some asked for information of a special subcommittee to look into the issue and make a report to the committee.

Forrester said he and the CEDC board would be guided by results of the telephone poll of members. The poll will be conducted before CEDC's October meeting.

Visitor centers get extra month

9-9-82

All six of Oregon's state border information centers—including the one in Astoria—will remain open through October, the Oregon Department of Transportation said Tuesday.

The Astoria, Brookings and Klamath centers had been scheduled to close Friday. An expanded state fall tourism advertising program and indications of a continuing trend toward late-season travel led to a decision to keep the three centers open through Oct. 31, the department said.

Border information centers in Portland at Ontario and in the Siskiyous south of Ashland had been scheduled to remain open through October anyway.

August visitor counts at the six centers showed almost no change compared with last year's figures, the agency said. The centers helped 63,457 visitors in August, down only slightly from the 63,784 served in August 1981.

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Astoria counts dropped 5 percent, Klamath 7 percent and Ontario 6 percent.

The Astoria center served 25,213 visitors during the three-month period, down from 26,634 in the same period last year, but up about 8 percent from 1980.

Cascade drops Astoria air service

9-8-82

Cascade Airways will make its last scheduled flight out of Port of Astoria Airport Sept. 24, and if any air carrier returns to Astoria, it will have to pay its own way.

Friday, the U.S. Civil Aeronautics Board gave the Spokane, Wash.-based commuter airline permission to drop its Astoria-Portland route, according to Jan Redding, CAB spokeswoman in San Mateo, Calif.

More important, Mrs. Redding said, after Cascade has made its last flight here, the minimum level of "essential air service" in Astoria "will be defined as zero"—that is, Clatsop County no longer will be entitled to CAB-subsidized air service.

The Astoria-Seaside area was eligible for an essential air service subsidy under terms of the Airline Deregulation Act. That law provided that communities which lost air service because of deregulation might get a subsidy to maintain a specified minimum level of air service.

Cascade began serving Astoria under the essential air service program July 20, 1980, with two round trips per weekday and two per weekend between Portland and Astoria.

Last March the airline was permitted to cut that service to one round trip per weekday.

Passenger use of the service never was anything better than dismal, according to Mark Nilson, Cascade's director of marketing and services. He said flights recently have brought in or taken out an average of one to 1½ passengers per flight.

Cascade's latest subsidy to provide the service amounted to $162,020 annually, Nilson said. (No other airline provides regularly scheduled service to the North Coast.)

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NORTH COAST

CEDC to survey members on fairground

By CHRIS GENNA
Of The Daily Astorian

The Clatsop Economic Development Committee heard all sides of a debate about the Clatsop County Fairgrounds Thursday, but it hasn't heard the last word.

CEDC Chairman J.W. "Bud" Forrester said committee officials would poll members following the meeting to find out if they want to discuss the subject further.

Forrester, who is editor of The Daily Astorian, decided on the poll after more than three hours of pro and con discussion of the fate of the Clatsop County government-owned fairgrounds.

The fairgrounds are in what many Astorians consider to be a prime commercial area north of Columbia Memorial Hospital. Safeway Stores Inc. has offered the county government $750,000 for the property.

County commissioners refused that offer, saying it was considerably below an appraised value given them last March.

Members of the county fair board said Thursday they doubt the fair could be relocated for that amount. They fear that if the property is sold, the fair would be discontinued. "No one on the fair board is opposed to moving the fair," board member John Johnson said, "but we're not willing to trade down to a facility that's inferior to what we have."

Mary Koskela, who also is a member of the board, showed drawings architects prepared in 1975 for development of a 20-acre fairgrounds, race track and convention center. She could provide no estimate of the cost of such a facility.

Architects have estimated the cost of constructing new buildings just 15 percent bigger than the present fair buildings at $1.4 million, she said.

Astoria businessman George Brugh called the architect's rendering "a damn nice dream. . .but I don't think it's very realistic." Brugh, owner of Bee-Line Roofing Co. and A-1 Readi-Mix Concrete, said the fairgrounds can't be expanded at its 8-acre present site, so it's unfair to include the expense of more than doubling the size of the fairgrounds in the cost of relocating to similar facilities.

Brugh, who headed a committee to study the feasibility of moving the fair, also questioned fair board members' cost estimates for constructing new buildings. "I think $15-$17 per square foot for an exhibit hall is way out of line."

Brugh said an exhibit hall could be built for about $15 per square foot, and animal shelters for much less. He noted the Town of Hammond recently received a number of cheaper bids to build a new fire hall.

The question of moving the fairg began to be argued in earnest after Sa offered to buy the site to bu "superstore." Safeway officials hav the site also might be used by one large retail outlet and a third tenant, s a bank.

Astoria city government officials like to see Safeway move to the fairgr because it would put the presently t empt fairgrounds on the property tax It would make the present Safeway sit ween 11th and 12th streets and Duan Exchange streets, available for dow public parking.

And development of the fairgr might encourage other comme development inside the city's urban re district, a "blighted area" of about 20 b running from the Marine Drive-Exch